

Railroad Stations Back In 'Sixties Were Rather Modest Affairs

Dec. 7, 1947

By A. R. Markle.

WHEN the Terre Haute and Richmond Road was first in operation the equipment was fairly new and but little in the way of repair or building was needed. Two engines at each end of the line handled all the construction and for some time all the traffic. Passengers at first, before the line was completed, were carried in box cars with seats along each side and at the ends of the finished road were transferred past the gap in stage coaches. Even before the through traffic began there were a few loads of local freight handled, notably "stone coal" from Clay county, four loads of which arrived in January, 1852.

The first station was situated some four hundred or more feet north of the National Road but a year later after the coming of the Terre Haute and Alton and the Evansville and Crawfordsville roads began, a new station almost reaching the Highway was constructed. This was 400 feet long and at the south end had two stories, the upper floor being occupied by the offices of the first road.

Used Boarding House.

In 1861 the passenger trains used the old brick boarding house at Tenth and Chestnut, the Alton Road trains starting there and running across the present Union Depot Grounds to Spruce street, curving westward across Eighth about the middle of the block and connecting with the Alton Road at Seventh and Tippecanoe. The Indianapolis trains entered this station by a long curve beginning at Thirteenth and after the Vandalia

Road was in service a like curve swept across the present Union Depot Grounds to Eighth and westward.

The increased equipment of the Vandalia as well as that of the older road required more shop facilities and more room for the cars and locomotives. A coach house was built on the line at Twelfth where passenger cars were built and repaired, the shops were extended, many new tracks were laid and the Vandalia Shops, as they were generally known, came into existence. The old Coach House still stands, the exterior still the same but the interior has undergone many changes. What would Chauncey Rose have thought if he had seen basketball played there.

The Round House.

The Logansport, Crawfordsville and Southwestern Road went into receivership very early and became the Terre Haute and Logansport division under "Riley" McKeen, Hervey's pet became the Terre Haute & Peoria after some time as the Illinois Midland and the new roundhouse was completed. Here the engines were housed while being overhauled, cleaned and minor repairs done and here for many years one could see "Uncle Billy" Baugh with an oil can and a bunch of waste making his rounds of the road equipment that he had seen come and go for nearly a half century after he brought in the first train ever to carry passengers from Indianapolis to Terre Haute in 1852. Somewhere in the roundhouse too, you could see Jeff Kelley, whose job it was to take care of the airbrakes, a complicated apparatus that was Greek to everybody else.

His son Fred went into the shops as an apprentice and served the road for over fifty years before retiring in 1938. Charles R. Peddle who brought the first locomotives from New England to Indianapolis and became master mechanic and superintendent, served the road for thirty years and saw the Vandalia come and thrive. He added to the shops and roundhouse and saw to the new equipment needed.

The Vandalia Shops.

At the peak of its prosperity the shops were extended, the old engine house that could serve a few engines became the erecting shop under Moorehead, the machine shop under Wm. Kurtz, the smith shop under John Wall and the paint shop under "Ike" Davis, were all a part of Frank Cleaver's department as master mechanic. George H. Prescott, superintendent of motive power and under a road superintendent of engines were McKeever, Menifee, Sachs and McKeever. The offices were in the upper floor of the old station at Tenth and Chestnut. N. K. Elliott was superintendent with W. H. Barnhart, chief clerk, and Frank Blue, stenographer. Robert B. Woolsey was chief train dispatcher with "Wick" Ray, Burnes and Mort Pierson as operators. H. G. Sleight was car accountant with John Smith, Os Reynolds, Billy Senders, Joe Cashmore and Hattie Sleight. W. S. Roney, he of the elegant whiskers, was auditor with Fred Longman, Dewitt Ackert and "Belva" Lockwood as part of his force. Archie Taylor was in charge of telegraph lines and signals and was the first man to install telephones in Terre Haute. Then there were the conductors who brought in the cash and tickets that supported the organization, Ed Raidy, Frank Campbell, Wash Johnson, Knapp and Cochran.

In the ticket office was Scott Bell, who narrowly escaped the attack of the wild runaway engine that tried to climb in the window to its great surprise and damage, one exciting day. But finally the road with its affiliates went into the hands of a receiver and became part of the Pennsylvania system.

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REFERENCE

Terre Haute Dentist Recalls Early Days of the C.&E.I. Railroad

By Bob Cronin.

1 MAR 6 1955

Ceremonies on July 4, 1852, at Evansville, Ind., first introduced steam locomotives to the state. The name of the line was the Evansville & Crawfordsville Railroad, a granddaddy of the C.&E.I., which really ran between Evansville and Terre Haute, as far as Pigeon Creek.

The route between Evansville and Terre Haute was nearly all through forests and many times the track would be blocked by deer and big flocks of wild turkeys.

There were no coaches and tarpaulins were stretched across "gravel buggies"—what we would call dump cars today. These old locomotives burned an enormous quantity of wood and there were woodpiles all along the tracks wherever the company could get a contract with a farmer to supply the fuel.

The "roundhouse" in Terre Haute was located west of the yard office on Poplar street and it was not round. It was called the smoke house. Part of the building still stands. It is estimated it was built over 100 years ago.

"As a newsboy on the Evansville & Terre Haute Railroad in 1893, I can remember the old Union Depot Hotel in Vincennes, Ind.," said Dr. Leonard E. Trinkle, a prominent Terre Haute dentist.

"In 1895 I was placed in charge of the oil house in the yard office at Poplar street, supplying the engines with oil and waste. I worked with Peter (Pete) Fagen, brother-in-law of George Burget. He was messenger boy and later seal clerk. Finally he was made freight and passenger agent for the C.M.&St.P. Railroad, with offices in Terre Haute.

"Peter Fagen's brother, James (Legs) Fagen, was call boy, later becoming treasurer of Vigo county. Guy Hall was employed as messenger boy when Pete Fagen was promoted to seal clerk. Guy is now vice president of Walter Bledsoe & Company, operators of coal mines with offices in the Merchants Bank Building.

"Guy's cousin, Jimmie Snyder, was seal clerk and in later years yardmaster of the C.&E.I. in Terre Haute. Herman Kautz, Jr., son

of Herman Kautz, the blacksmith, was a fireman and subsequently an engineer of the C.&E.I. after the latter took over the E.&T.H. (now deceased).

"The railroad was controlled by David J. Mackay, the president, and was known as the Mackay system. The main line ran from Evansville to Terre Haute. The E.&I. ran from Evansville northeast through Washington, Worthington and into Terre Haute.

"Many years ago, the Union Station in Terre Haute was the old Vandalia Freight House on Wabash avenue just east of the E.&T.H. track. This building, which is 100 years old, is still in use today. The railroad served many industries in its run between Terre Haute and Evansville. A distillery was served here, and cattle barns were serviced, where cattle were brought in from the west, fattened up by slop, and shipped out as prime beef.

"The Terre Haute Brewery, Ninth and Poplar streets; the car shops, engaged in manufacturing freight cars (now the Stran Steel

plant); the iron rolling mill south of Crawford street on the east side of the main track, all were serviced by the line. Before the wire nail was invented an iron nail mill was located here. Farther south on the west side of the track was the blast furnace where iron was extracted from ore and moulded into bars called pig iron.

"During my stint as a newsboy the Union Station was located on Chestnut street, the first street south of the present station. It had been a boarding house before the railroad companies acquired it. The present Union Station, when built, had sheds covering the E.&T.H., C.&E.I., and Pennsylvania tracks, thus protecting passengers and express shipments from rain and snow. These sheds

were rebuilt many years ago. As I recall, they needed a new roof and painting which was too expensive so they tore them down.

"Blair and Failey's Barrel Heading Factory occupied the space which is now the park across the street from the Union Station. Tall round stacks of heading slabs occupied this area to be seasoned before shipping. A spur from the main track serviced this factory. Pabst Brewery Agency was located on the northwest corner of Ohio street and the railroad track; Gerhardt's Bakery, on the west side of the main track at Crawford street; there was also a spur track here as flour was received by the car load.

"Louie" Gerhardt owned a saloon adjoining the bakery, of which he owned both, and when a car of flour was placed, the crew would be served with drinks. "Louie" subsequently became mayor of Terre Haute. At Evansville the E. and C. machine shops were located near the Bull's Head tavern. This was a "public house" patterned after the English variety. It was situated at Seventh and Vine, where the F. W. Cook Company's big warehouse now stands. It was a popular meeting place for firemen when they got off one of their runs," commented Dr. Trinkle.

Dr. Trinkle was born in a log cabin nine miles east of Bedford, Ind. His parents moved to Terre Haute when he was one year old and he has lived here ever since. He and Mrs. Trinkle reside in a lovely home at 1800 Ohio boulevard.

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T.H. Railroads
Tri B 10/28/70

Penn Central Is Granted Tax Payments Deferment

By NIKI LEE MAHONEY

Tribune Staff Writer

The Penn Central Railroad, which recently declared bankruptcy, has been granted an indefinite deferment on payment of its taxes due to agencies in 34 states and the District of Columbia, including the city of Terre Haute and Vigo County.

As a large property owner, Penn Central's lack of payment of taxes would affect the city financially, Mayor Leland Larrison said. Its assessed city property taxes amount to \$85,805 yearly.

U.S. District Court Judge John P. Fullam made the ruling Monday in Philadelphia and said that the court-appointed trustees could pay taxes to any agency which shows withholding of the funds would result in curtailment of essential services.

Mayor Larrison said that he has been told previously the railroad would not be able to pay its taxes and that it would be difficult to prove essential services would be curtailed.

"Essential services mean such things as the fire and police departments, and these would not be affected." "However," the mayor added, "other things like repairing streets and construction may suffer."

Terre Haute is already fi-

nancially troubled because of the injunction holding the collection of county property taxes. The city will also lose \$80,000 in state contributed taxes because of the decrease in population shown in the latest census, Larrison said.

Another stipulation under

which the railroad would be required to pay its taxes would be if they equal or exceed 15% of the governing body's budget. This does not pertain to Terre Haute, Larrison said, even though it is a substantial amount of money.

Vigo County Treasurer Bernard Sweeney said, however, that services would be curtailed if the taxes were not paid.

"This is money that would have to be garnered from some other source," he said. Larger taxes for other property taxpayers would be one undesirable solution.

Sweeney added, "I have had no correspondence from them that they do not intend to pay their taxes. I wrote them a letter with the tax assessment" approximately \$225,000, "saying that if they did not pay it by a certain date they would be penalized."

After that date passed and if the taxes had not been received, Sweeney said, "I told them their property would be sold, just like that of anyone else who is delinquent in his tax payment."

The State Tax Board has already given the railroad a reduction in its tax rate, Sweeney said.

The treasurer said he does not think it is fair for other taxpayers and agencies to have to suffer from what may have been a case of mismanagement by the Penn Central Railroad.

PAMPHLET FILE
INDIANA ROOM
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Railroads kept Terre Haute booming

TS NOV 29 1992

* Railroads (wv)

The fact that the first canal boat to reach Evansville on the Wabash & Erie Canal from Lake Erie arrived at its destination about a week before the opening of the Union Station illustrates the temporary overlapping of these two methods of transportation.

The first railroad track laid in Indiana (1834) was a mile section near Shelbyville on a projected Lawrenceburg & Indianapolis line. A car operated by horsepower was run on it, primarily for exhibition purposes. It was not extended and should not be confused with the railroad built in the early 1850s.

The latter was constructed under several charters. The Rushville & Lawrenceburg was incorporated in 1849 to build a line by way of Greensburg. By an act of Jan. 4, 1850, the Shelbyville & Indianapolis Railroad Co. was chartered, and the name of the Rushville & Lawrenceburg was changed to Lawrenceburg & Upper Mississippi. These roads finally consolidated to form the Indianapolis & Cincinnati.

In 1850, the Lawrenceburg & Upper Mississippi was proposing to build its main line west from Greensburg through Edinburgh and Martinsville to Terre Haute with branch lines to Columbus and to Shelbyville and Indianapolis. The directors were putting all their efforts on the line through Shelbyville to Indianapolis, while the Greensburg & Terre Haute line remained a railroad on paper.

While the river cities were struggling for the trade of central Indiana, work was being done in other parts of the state that eventually had a decided ef-

Historically speaking



Clark retired as The Tribune-Star's women's editor in 1980. She has written a local history column since 1956. She is Vigo County Historian.

By Dorothy J. Clark
Special to The Tribune-Star

fect on the results.

The Terre Haute & Richmond Railroad Co. was chartered Jan. 26, 1847, to build a railroad between those two places by way of Indianapolis.

By an act of the Legislature, approved Jan. 20, 1851, the original company was succeeded by two companies, one of which, retaining the original name, was to construct the line between Terre Haute and Indianapolis. The other company, the Indiana Central, was to build the line between Richmond and Indianapolis.

The first company frequently was referred to as the Terre Haute & Indianapolis, but the name was not officially changed until 1865.

On June 13, 1850, the editor of an Indianapolis newspaper wrote: "We were startled, the other day, by the sound of the steam cars rolling over the Terre Haute Road through the southwest part of our city, two or three squares south of the State House. The steam cars are now running as far as White River, conveying materials for the road."

On May 27, 1851, an item in the Terre Haute Journal stated: "the iron for the Terre Haute & Indianapolis Railroad is arriving. The steamer Bay State came up yesterday morning with a full cargo of this article; as did also the Lewis Wetzel yesterday afternoon."

On June 10, 1851, it was reported that "two locomotives for the T.H. & I Railroad came up on the Madison Road to this city (Indianapolis) on last Friday. They were elegantly finished, and display more taste on the part of the builders for gracefulness and beauty than any locomotive we ever saw before. They are entirely new, and are from the Boston Locomotive Works."

Terre Haute must have been booming at this period, for the Wabash & Erie Canal had been completed to this point in October 1849.

A former resident of Terre Haute wrote in November 1849 that, "The Wabash & Erie Canal is at length finished to Terre Haute. The boats arrived on Thursday last from Toledo, with gentlemen on board . . . The good people of Terre Haute rejoiced exceedingly, fired big guns, and gave a glorious dinner to the company on board the boats."

"Terre Haute, the most beautifully situated town in this State, and perhaps in the whole West, will now go ahead rapidly . . ."

It should be noted that the partially completed roads centering at Indianapolis were acting as feeders for the Madison Road, a tremendously prosperous enterprise. Its president, John Brough, was correspondingly ar-

rogant.

When asked to help a smaller line, Brough replied that "the Madison Road cannot father all the paupers in the country." That line is now the Baltimore & Ohio Railroad. The story of Madison would doubtless have been far different had Brough accepted this offer.

Chauncey Rose, president of the Terre Haute road, about the same time proposed that the Madison Road should lease his line, and received the same answer.

Rose replied with appropriate profanity that they would soon see which was going to be the pauper road. In a few years, the Madison Road was in financial straits.

Railroad building continued at a rapid pace. A time card of 1852 shows that the Terre Haute road had been completed. The trip to Indianapolis took 4 1/2 hours, and the fare was \$2. Five hours to Madison cost \$2.50.

On Sept. 28, 1853, the great Union Passenger Depot was completed and opened for business. The name is interesting. "Depot" is a French word signifying a town or place where goods are lodged for safe keeping or for re-shipment. Many believe it should have been called Union Station or Union Passenger Station.

It was considered to be a slur on humanity to speak of this building as a place where so many men, women and children were unloaded out of one car and loaded into another or hauled off to hotels. One even suggested it should be called the Grand Railroad Rendezvous.

Railroads celebrate 160 years

Ts DEC 18 1994

Railroading in Indiana celebrates its 160th anniversary this year. The first was built in 1834 near Shelbyville. This pioneer railroad was only a mile and a quarter long, without any steam motive power, but it was the first.

During the brief span of two months, it was built by common labor at a cost of \$3,524.47½. It had two bridges, a curve, a cut 5 feet deep and a fill 5½ feet high. What more has any railroad today on its right of way?

The first venture for a railroad operated by steam locomotives in the state was the Madison road, begun as a part of the internal improvement movement in Indiana, and as a part of the enthusiasm of the day the Terre Haute & Richmond Railroad was chartered, Jan. 26, 1847, to build a railroad across the state.

The survey from Terre Haute to Indianapolis was completed in December 1847 by the route later used by the Indianapolis & St. Louis Railroad, later the Big Four; and General Morris, who was dissatisfied with the route, started the southern survey, which was adopted for construction in the month following.

Financing of the work was left to Chauncey Rose, one of the principal owners of the company; and a deciding factor of the route chosen was always the amount of stock that could be sold along the proposed line. While the terminals of the line were fixed, the owners might be persuaded to build a few miles



Historically Speaking

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out of the way if sufficient inducement was in sight.

Because of this feature of early railroading, the original act of incorporating the company was amended in February 1848 to allow the railroad to pass within a half mile of the courthouse at Greencastle instead of making the town a point on the line. In case the builders decided not to pass through Danville, Ind., the stockholders there might cancel their subscriptions.

It should be recalled that there were no other towns on the route between Terre Haute and Indianapolis except Plainfield, and that all the stations now on the line as well as many others that have vanished from it, were created because of the railroad and its operation.

With the final selection of the route and the right of way secured, advertisements appeared in the newspapers announcing opening of bids at Terre Haute on Dec. 11, 1848, for grubbing, grading and bridging the 33 miles east of Terre Haute, and the construction of the piers and abutments for a

bridge over the Walnut fork of Eel River near Reel's Mill.

It was understood that "proposals to take part stock in payment will have preference." Newspapers of Dec. 23, 1848, announced that contracts had been let on Dec. 20, and that all called for about 30 percent in stock.

Considering the nature of the country, its dense forests and the amount of grading, the small bridges and culverts to be built and the lack of modern machinery, it is no surprise the work took a long time to finish.

More than once work was stopped to allow financing to catch up with the laborers' wages. A special act of the Legislature permitted the railroad to issue bonds so sufficient funds could be had to insure completion.

Much of the rock work along the line was quarried close by the line of the railroad. What little cutting through rock had to be done was by main strength of pick and bar rather than blasting.

Held up at Croy's Creek east of Harmony by the immense fill and the equally difficult rock-cut to the east over which the National Road passed by an overhead bridge at the close of the work, it was only by the help of the adjoining land owner, for whom McKinley's tavern was named, that the work proceeded. McKinley took over the contract for stock in the railroad.

Adjoining farmers and their teams furnished much of the

labor, along with the great influx of Irish immigrant workers. Many farmers along the railroad boarded the help, and from this source, small as it was, obtained the cash needed to carry on their own work on the road for which they often received nothing from the contractor but stock he had been obliged to take for his pay.

Some money was taken in by the railroad as the work progressed toward completion, especially after the rails were laid and traffic could be handled as far as possible.

In the fall of 1851, traffic between the ends of the lines (work being done from Indianapolis as well as from Terre Haute) was handled by a stage line, and a certain amount of revenue was thus available.

Completion of the work was marked by the laying of the last rail on Feb. 14, 1852, if we accept the statement of the Wabash Express of Feb. 18, although the Terre Haute Journal on the 20th quotes the State Journal of Indianapolis under date of Jan. 17, "a train passed the whole length of the railroad yesterday."

All things begin as small units and expand into larger ones if they grow, and it is interesting to note the smallness in every way of that pioneer railroad that first came into Terre Haute. One of the earliest locomotives, the Boston, weighed a little under 12 tons. A total capacity of 5 to 8 tons for a freight car was not unusual.

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Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

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Railroad memories

Photographs track history of steam engines in Wabash Valley

In the collection of old photographs of railroad history given to the museum files were photos of steam engines, depots, engineers, brakemen and all the men who served the earlier railroad lines of the area.

The story of "Old Dutch Andy," as told by his son, along with the excellent photos of the Vandalia Railroad were of great interest to railroad buffs.

Old Dutch Andy was born at Wheaton, Ill., on April 6, 1854. The Ospring family migrated from Wurtsburgh, Austria, to Teutopolis, Ill., just as the Vandalia Railroad was being built.

Andy got a job carrying water in 1867, went to firing in 1875, was promoted to engineer in 1878, and died at the age of 70 years, pulling Pennsylvania Nos. 30 and 31.

His son, "Young Dutch Andy," was born Aug. 7, 1888, in Effingham, Ill., went to firing in 1906, was promoted to engineer in 1913, and quit railroading in 1921.

In the early part of 1877, the management of the eastern railroads announced a new pay schedule, a reduction of 10 percent in wages to take effect on July 1, 1877.

The railroad brotherhoods and unions were just getting started, with only a few lodges in existence. They had nothing to do with the great railroad strike at Pittsburgh on June 19, 1877, the turning point in railroad relations.

Included in this photo collection were six rare photos of the destruction caused by this strike and a full description of what

Historically speaking



Clark retired as the Tribune-Star's women's editor in 1980. She has written a local history column since 1956. She is Vigo County historian.

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happened.

About 1903, the small Atlantic type engines were the first to arrive on the Vandalia Railroad. They were used to handle the traffic involving the St. Louis World's Fair. Dutch Andy ran Engine No. 22, Terre Haute to St. Louis Depot, on fast time special against the Big Four for the mail contract in 1905.

Terre Haute to St. Louis, start to stop, was 177 miles in 156 minutes, including one stop of five minutes at Effingham for water and oiling; all trains cleared 30 minutes. All switches were spiked, watchmen were at every crossing, and only officials of the road and the train crews rode the four-car train with Ben McKeen's private car on the back.

Great crowds were at every station to see this fast run. Otto Wormley was the fireman. Bulletins had been posted for more than a week informing the public of this run. Engine No. 22 was being run on No. 12 and No. 21 by Dutch Andy with this fast run in mind. This was the fastest time ever made with a steam en-

gine on the Vandalia Railroad.

Another photo made in 1885 shows a typical local freight train of those days. All Vandalia engines used capstacks, all were coal burners, even from the start, but some wood-burners did run until they could be converted.

The photo of the pioneer locomotive known as No. 41 was typical of the first engine to run on the St. Louis, Vandalia & Terre Haute. The completion of the Eads Bridge was a big help to all railroads in Illinois. At this time, Old Dutch Andy was hostling at Effingham, but he was firing and running extra, and in 1878 was given his first regular engine.

Engine No. 41 was operated on the Vandalia Railroad and pulled the first train across the Eads Bridge on June 9, 1874. One photo shows Frank Engvine, foreman of the van shops at East St. Louis, on the platform of the coach. On his left is Dan Deveaux, car inspector. Engineer Charles Sandborn is in the cab window. L.M. Hough, better known as Senator Hough, was conductor, and Arthur Miller was brakeman.

One photo shows all the Vandalia R.R. Brotherhood of Locomotive Engineers taken at Terre Haute about 1904. Another shows Vandalia engineers who shipped out of the old roundhouse at 10th and Chestnut streets back in 1876.

Three of the men are unknown. Those identified were: Clay Taylor, John McKeever, master mechanic William Riley, William Morgan, John Buckley,

George Irwin, Oscar Rankin, William Dodson, William Sherburne, Edward Miller, Nicholas Dodson, machinist James Cadden, John Collins, Asa Sherburne, John Sachs, John Heustis, Otto Austermiller, Jacob Sachs, Squire Sherburne, William Van Cleve, Joseph McKinney and Charles Butter, roundhouse foreman.

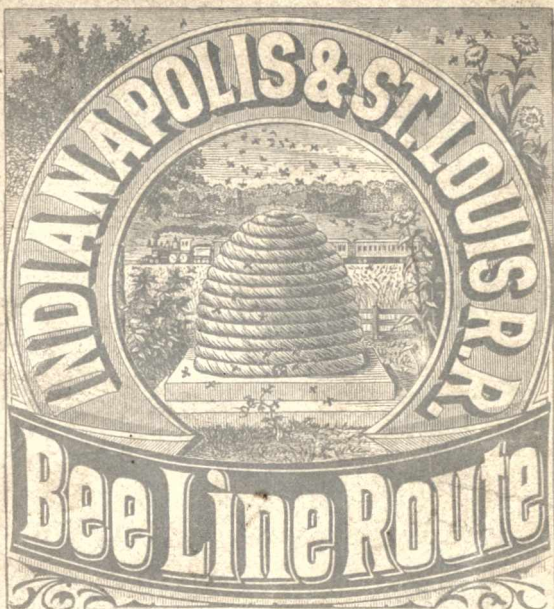
In June 1886, the Grover Cleveland wedding train special reached the Vandalia Railroad at Indianapolis. This engine ran from Indy to Terre Haute.

Pat Dailey was the engineer from Indy to Terre Haute over the T.H. & I. Then "Baldie" Idler ran the engine from Terre Haute to Effingham, over the St. Louis, Vandalia & Terre Haute. Old Dutch Andy handled the same train as engineer from Effingham east.

The Vandalia lines Engine No. 2 was road class VA-3, built by the Pittsburgh Locomotive Works in October 1893. In 1905 it became Vandalia No. 203 and was presumably scrapped before the T.H. & I. became part of the Pennsylvania Railroad. Young Dutch Andy fired Engine No. 203 at Terre Haute in August 1906, before she was scrapped here in 1908.

One photo shows the Union Station at Indy taken on a Sunday morning in 1909. Another is the Presidential Special dressed up for Grover Cleveland with his portrait adorning the smoke box front.

The early days of railroading continue to fascinate many people.



TERRE HAUTE

() TO ()

NIAGARA FALLS

AND RETURN.

Free Guide.

C. C. COBB, Gen'l Passenger Agt.

THE
INDIANAPOLIS & ST. LOUIS

BEE LINE, LAKE SHORE.

AND
N. Y. CENTRAL R. R.'S

KNOWN AS THE (

"Bee Line Route"

WILL RUN

AN EXCURSION

ON

Tuesday, September 17th, '78,

FROM TERRE HAUTE

—) TO (—

NIAGARA FALLS

AND RETURN

FOR \$5.00 ROUND TRIP.

For time, East and West, and full particulars, see
third and fourth pages.

D. M. KENDRICK,

General Western Agent.

TIME CARD.

GOING EAST.

Lve. Terre Haute	September 17th.....	3.25 p. m.
Arr. Indianapolis *	" 17th.....	5.55 "
" Cleveland †	" 18th.....	7.10 a. m.
" Buffalo ‡	" 18th.....	1.25 p. m.
Arr. Niagara Falls	" 18th.....	3.50 "

TIME CARD.

GOING WEST.

Lve. Niagara Falls..	7.30 a. m.	11.40 a. m.	7.45 p. m.
Arr. Buffalo.....	8.40 "	12.30 p. m.	9.00 "
" Cleveland	2.00 p. m.	7.25 "	7.15 a. m.
" Bellefontaine..	6.30 "	1.39 a. m.	12.37 p. m.
" Indianapolis...	11.10 "	8.00 "	6.00 "
Arr. Terre Haute...	1.27 a. m.	10.40 "	9.00 "

* Breakfast †

Dinner ‡

Supper *

Tickets good going on the above Train of September 17th only. Returning—good on any Regular Train up to and including the Morning Train leaving Niagara Falls at 7.30 a. m. September 21st, 1878.

Read this Contract, and be sure you understand and comply with it.

IN consideration of the reduced rate at which these Tickets are sold, they positively are not transferable.

The purchaser must affix his signature to the Ticket upon purchase, and they will not be good for return passage until holders are identified by their signature and the Tickets countersigned by D. M. KENDRICK, General Agent. at the Cataract House, Niagara Falls.

Any information will be cheerfully furnished by Mr. Kendrick, who will accompany the Excursion.

E. B. McCLURE,

General Superintendent.

REFERENCE REPORT
ILLINOIS STATE HISTORICAL LIBRARY

Date 16 Feb. 1949

SPRINGFIELD & TERRE HAUTE RAILROAD

John P. Usher was one of the numerous incorporators of the Springfield & Terre Haute Railroad company. ("An act to incorporate the Springfield and Terre Haute Railroad company," in force June 21, 1852. Illinois laws, 1852. p. 140.)

A biographical sketch of John P. Usher of Indiana, Secretary of the Interior in Lincoln's cabinet, is found in the Dictionary of American biography, v. 19, pp. 134-135.

Community Affairs File

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

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**Terre Haute & Indianapolis
Railroad Company.**

V. T. MALOTT, RECEIVER.

Telegraph Block System Rules

JANUARY, 1904.

All Block Signalmen, and all Trainmen and Enginemen working or running within the limits of

..The Telegraph Block System..

Must be provided with a copy of, and pass examination upon the following rules.

BLOCK SIGNALING.

Definitions.

BLOCK.—A length of track of defined limits, the use of which by trains is controlled by block signals.

BLOCK STATION.—A place from which block signals are operated.

BLOCK SIGNAL.—A fixed signal controlling the use of a block.

BLOCK SYSTEM.—A series of consecutive blocks.

TELEGRAPH BLOCK SYSTEM.—A series of consecutive blocks, controlled by signals operated manually, upon information by telegraph.

Rules.

301. The governing arm of the semaphore is displayed to the right of the signal mast, as seen from an approaching train, and the indications are given by positions:

Horizontal or red, block not clear, stop.

Diagonal or green, block not clear, proceed with caution.

Vertical or white, block is clear, proceed.

302. Block signals control the use of the blocks, but, unless otherwise provided, do not affect the movements of trains under the time-table or train rules; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

SIGNALMEN.

311. The normal indication of Semaphore Signals is Stop.

312. Signals must be operated carefully and with a uniform movement. If a signal fails to work properly its operation must be discontinued and the signal secured so as to give the normal indication until repaired.

313. Signalmen must observe, as far as practicable, whether the indication of the signals corresponds with the position of the levers.

314. Signalmen must not make nor permit any unauthorized alterations or additions to the apparatus.

315. A block record must be kept at each block station.

316. The prescribed telegraph signals are as follows:

- 1—Display Stop-signal. Answer by S D or 5.
- 2—Block clear. Answer by 13.
- 3—Block wanted. Answer by 2 or 5.
- 4—Train has entered block. Answer by 13.
- 5—Block is not clear.
- 7—Train following.
- 8—Opening block station. Answer by Nos. of trains in the extended block with time each train entered the block.
- 9—Closing block station. Answer by 13 after receiving transfer of the records of trains which are in the extended block.
- 13—I understand.
- 71—Train following; display Stop-signal. Answer by S D.

317. To admit a train to a block on single track the signalman must ex-

amine the block record, and if the block is clear, will give "1 for —" to the next block station in advance. The signalman receiving this signal, if the block is clear, must display the Stop-signal to opposing trains and reply "S D for —." If the block is not clear, he must reply "5 of —." The signalman at the entrance of the block must then display the proper signal indication to the train to be admitted.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 331 or by special order.

To permit a train to follow a freight train into a block the signalman must give "71 for —" to the next block station in advance, to which the reply "5 of — S D for —" must be made. The approaching train will then be admitted to the block under a caution signal.

318. To admit a train to a block on double track the signalman must examine the block record, and if the block

is clear, will display the proper signal indication to the train to be admitted, reporting its movement as per Rule 319.

A train must not be admitted to a block which is occupied by a passenger train, except as provided in Rule 331 or by special order.

A train may be permitted to follow a freight train into a block under a caution signal.

319. When a train enters a block the signalman must give "4 ——" and the time, to the next block station in advance and when the train has passed the block signal and the signalman has seen the markers he must display the Stop-signal, and when the rear of the train has passed 200 feet beyond the block signal he must give "2 of ——" and the time to the next block station in the rear.

This information must be entered on the block records.

320. Unless otherwise provided, signalmen must not give "1" or "3" until they

have received "4" from the block station in the rear.

321. Signalmen must observe all passing trains and note whether they are complete and in order, and the markers properly displayed. Should there be any indication of conditions endangering the train, or a train on another track, the signalman must notify the signalman at the next block station in advance. A signalman having received this notice must display Stop-signals in both directions and answer "S D." Should a train going in the opposite direction be stopped it may be permitted to proceed when it is known that the track on which it is running is not obstructed.

322. Should a train pass a block station without markers, the signalman must notify the signalman at the next block station in each direction, and must not report that train clear of the block until he has ascertained that the train is complete.

323. Should a train pass a block station in two or more parts, the signalman must notify the signalman at the next block station in advance. A signalman having received this notice must stop any train running in the opposite direction. The Stop-signal must not be displayed to the engineman of the divided train if the block in advance is clear, but the Train-parted signal must be given. Should a train going in the opposite direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

324. A signalman informed of any obstruction in a block must display the Stop-signal and notify the signalman at the other end of that block. The signalman at the other end of the block must immediately display the Stop-signal. The Clear-signal for that block must not be displayed until the obstruction is removed.

325. When a train takes a siding the signalman must know that it is clear of the

block before giving "2" or displaying a Clear-signal for that block.

The signalman must obtain control of the block before permitting a train on a siding to re-enter the block.

326 To permit a train to cross-over or return the signalman must examine the block record, and if all the blocks affected are clear of approaching trains he will arrange with the signalmen at the next block station on either side to protect the movement, and when the proper signals have been displayed permission may be given. Until the block is clear no train must be admitted in the direction of the cross-over switches except under Caution-signal.

All cross-over movements must be entered on the block records.

327. When, as provided for in Rule 364, coupled trains have been separated, the signalman must regard each portion as an independent train.

328. If necessary to stop a train for which a Clear-signal (or a Caution-signal)

and supplies; and of the signal apparatus unless provided for otherwise.

334. Lights in block stations must be so placed that they cannot be seen from approaching trains.

335. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

336. If a train overruns a Stop-signal, the fact, with the number of train, must be reported to the Superintendent.

337. If a Stop-signal is disregarded, the fact, with the number of train, must be reported to the next block station in advance and then to the Superintendent.

338. To open a block station the signalman must give "8" to the next block station in each direction and record the trains that are in the extended block. He must then display the normal signal indication and notify the block station in each direction that the station is open.

When trains, which were in the extended block when the station was opened and which had passed his station before it was opened, clear the block in advance he must repeat the record to the block station in the rear.

He must not display the Clear-signal until all trains are clear of the block in advance.

339. A block station must not be closed except upon authority of the Train Dispatcher; nor when trains are approaching which are to meet or pass at that block station.

340. To close a block station the signalman must first obtain "2" for trains which he has admitted to the blocks in each direction.

He must give "9" to the next block station in each direction and transfer the records of the trains in the extended block. He must then enter on his block record "13" with time it is received from each block station.

The block signals must then be set to clear, all lights extinguished and the block wires arranged to work through the closed station.

ENGINEMEN AND TRAINMEN.

361. Block signals apply only to trains running in the established direction.

362. Trains must not pass a Stop-signal without receiving a Clearance Card (Form C).

364. Unless directed by special instructions, when two or more trains have been coupled and so run past any block station, they must be uncoupled only at a block station and the signalman notified.

365. When a train takes siding it must not again enter the block without the permission of the signalman.

366. When it is necessary for a train to cross-over, the conductor, before crossing or returning, must notify the signalman and obtain permission to do so.

367. Enginemen and trainmen must not accept clear hand signals as against block signals.

368. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching a block station.

369. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

370. When a parted train has been recoupled the signalman must be notified.

371. At a block station where the signalman is absent or incapacitated, so that instructions cannot be obtained, trains must wait five minutes and then proceed with caution to the next block station, where the conductor must report accordingly to the Superintendent.

372. If the track is obstructed between block stations notice must be given to the nearest block signalman.

373. If a train is held by a block signal to exceed two minutes, the conductor must ascertain the cause.

374. Conductors must report, to the Superintendent any unusual detention at block stations.

375. A block station must not be considered as closed, except as provided on time-table or by special instructions.

376. Before leaving a block station from the siding, Conductors must personally ascertain from the signalman that the signal is intended for his train.

377. When trains are passing block stations, trainmen will see that the position of the signal is not changed while they are passing. If it should be thrown to "Stop" they must immediately stop the train and communicate with the signalman.

378. Trains having cleared the block, must not back into, or within two-hundred feet of such block, without permission from the signalman.

379. All trains must observe the rules relating to the movement of trains through yard limits, whether the block

is clear or not, and must in all cases approach stations prepared to stop, before the engine passes the signal, if the block is not clear.

380. At block towers where semaphores are used as Block Signals, other or independent signals will be used to indicate that train orders are to be delivered:



FORM (C).

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

V. T. MALOTT, Receiver.

CLEARANCE CARD.

..... BLOCK STATION, M., 190.....

TO CONDUCTOR AND ENGINEMAN, TRAIN No. :

Signal cannot be cleared ; proceed.

..... Signalman.

This card must be used only in case of failure of block signal apparatus, and when block has been duly reported clear by the signalman at the block station in advance. The Conductor and Engineman receiving it duly dated, timed, and signed, may proceed.

W. C. DOWNING, Superintendent.

FORM (D).

TERRE HAUTE & INDIANAPOLIS RAILROAD COMPANY.

V. T. MALOTT, Receiver.

CAUTION CARD.

BLOCK STATION, M., 190

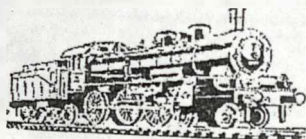
To CONDUCTOR AND ENGINEMAN, TRAIN No. :

Telegraph line has failed. You may proceed at M. with caution, expecting to find track obstructed.

, Signalman.

Conductors and Enginemen receiving this card properly filled out and signed by the signalman, may proceed with the train under control prepared to stop short of any obstruction in the block.

W. C. DOWNING, Superintendent.



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RAIL ROAD

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Second Quarter 2008 • \$7.95

In this issue:

- ❖ Bill Wilkerson interview
- ❖ Modeling a rib-side caboose in N scale
- ❖ Milwaukee Road people: Willard Brautigam
- ❖ And, tons about ...

**TERRE
HAUTE**



I · N · D · I · A · N · A

THE MILWAUKEE RAILROADER

VOLUME 38, NUMBER 2

SECOND QUARTER 2008

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Front cover: Because it has been saved, moved, and restored since its closing in 2001, Spring Hill Tower at Terre Haute, Ind., has become an icon for Milwaukee Road operations in that city. Here in July 1972, the engineer of westbound train 71 hoops up orders at Spring Hill that have been hung by operator J. D. Maloney.—*LARRY RATCLIFFE, BOB BRUNS COLLECTION.* **Back cover:** A full-page ad from circa 1970 draws attention to the sometimes-forgotten Terre Haute Division.—*MRHA ARCHIVES*

THE MILWAUKEE RAILROADER

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©2008, the Milwaukee Road Historical Association, Inc. Main office of publisher: P.O. Box 307, Antioch, IL 60002-0307. Third-class postage paid at Ethel, Mo.

POSTMASTER: Send correspondence regarding official matters to the publisher of this magazine, The Milwaukee Road Historical Association, at P.O. Box 307, Antioch, IL 60002-0307

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Price: MRHA members receive *THE MILWAUKEE RAILROADER* and the *Hiawathagram* newsletter at a benefit of membership. Non-member price: \$7.95 per copy

(does not include *The Hiawathagram*). For membership details, see facing page.

Publication frequency: *THE MILWAUKEE RAILROADER* is published four times per calendar year, with targeted mailing dates of March 1, May 15, Sept. 1 and Dec 1. Retail copies are held for approximately two weeks to allow members to receive their magazines first. MRHA members should contact the MRHA office manager if your magazine does not arrive by the first of the following month.

Where to write: Address all editorial submissions intended for publication to:

THE MILWAUKEE RAILROADER
 White River Prod./East Switch Office
 P.O. Box 129
 Lee, IL 60530
 E-mail: tmreditor@earthlink.net

(Contact the above office for street address for FedEx and other courier deliveries.)

Use the MRHA address below to sign up for or renew memberships, report magazines suspected of being lost in transit, report change of address or to inquire about back issues and other Company Store items:

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Climb Aboard!

A slice of life in Terre Haute



I'm greatly intrigued by the photo you see reproduced above. Yes, it's just a scrappy little black & white snapshot—full of creases and tears—from an unknown photographer. It's a bit fuzzy, too, having probably been taken with an inexpensive "family" camera. But what a great photo!

What the unknown photographer has done is captured a slice of life in Terre Haute, Indiana. Like a lot of photos that cross our desks, there's virtually no information included, but I suspect this scene was taken soon after World War II. Using information gleaned from preparing Bob Bruns' feature on Terre Haute, I can see that the photographer was standing on Hulman Street facing east, waiting for 2-6-2 No. 952 to clear as it heads north on the mainline, probably with a local freight in tow. In the background stands the Milwaukee's impressive stone roundhouse and shop buildings.

The photo undoubtedly reflects a scene played out throughout the day, every day, back in the early 20th Century. It's a scene that's now long gone, however, and of course that's what makes this so special. This photo presents us with a little slice of life in Terre Haute in, perhaps, 1947. We now have at least an idea of what it would be like to be walking east on Hulman Street and being stopped momentarily while a steam train passes. Back in those days, this was hardly an event. But now, wouldn't you give just about anything to be able to actually live this moment?

That said, you'll be happy to know that a whole bunch of savory moments of past railroading in Terre Haute awaits, just a few pages away.

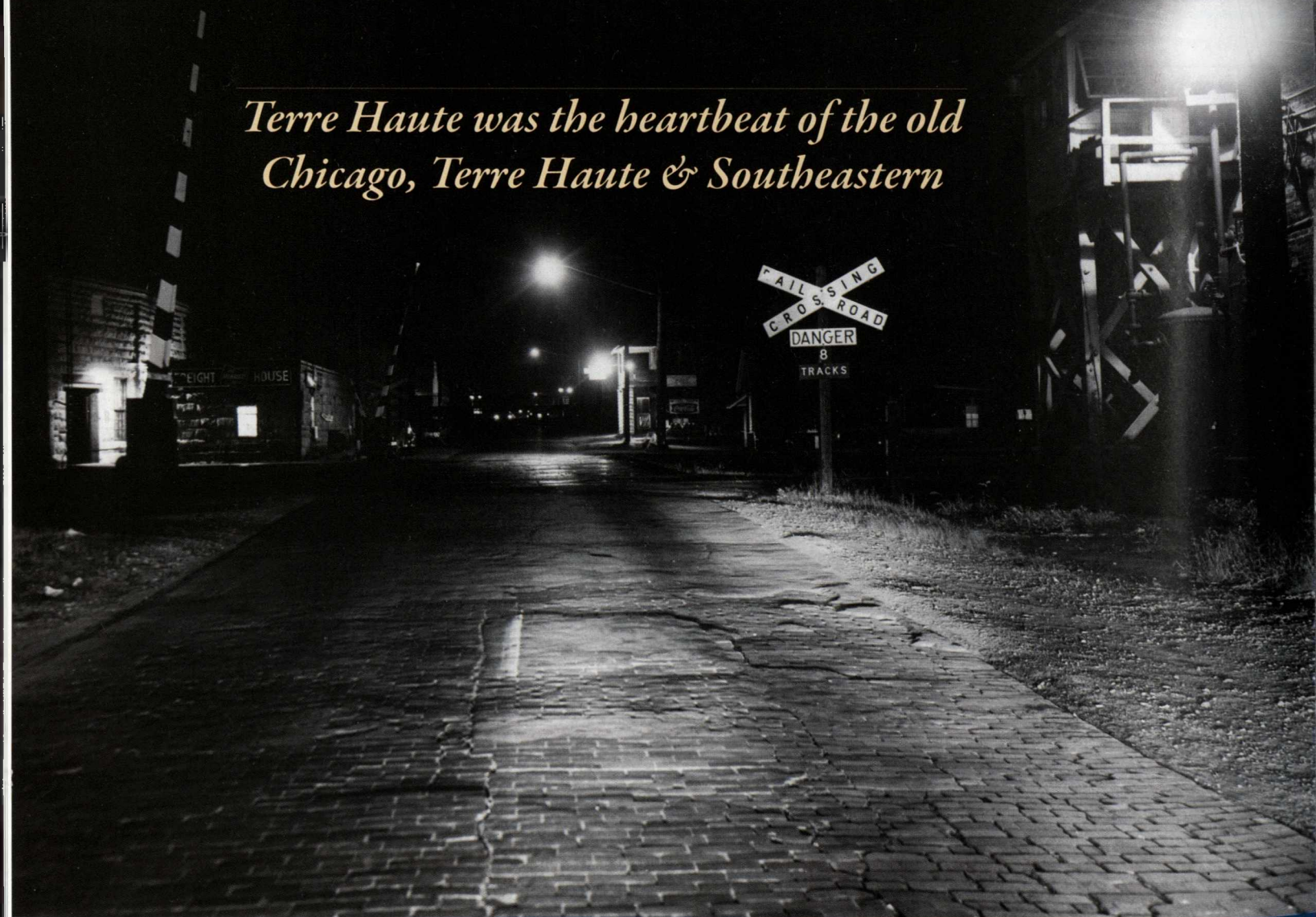
—Mike Schafer, editor

A SPECIAL EDITION

ALONG THE MILWAUKEE WAY

TERRE

*Terre Haute was the heartbeat of the old
Chicago, Terre Haute & Southeastern*



Above: The quiet of a rainy summer evening in July 1966 on Hulman Street in Terre Haute, Ind., belies that this scene was once the core of Milwaukee Road operations on the old Chicago, Terre Haute & Southeastern—and before that, the Southern Indiana Railway. At left across the tracks is the old SI roundhouse and shop—two solid buildings built from Indiana limestone.—PHOTOGRAPHER UNKNOWN, BOB BRUNS COLLECTION

BY BOB BRUNS

On the banks of the Wabash River, Terre Haute is a longtime agricultural—and later, industrial—city in west central Indiana by the Illinois border. Situated on a plateau on the east side of the Wabash River, Terre Haute is a French word meaning “high land.”

Terre Haute is known, among other things, as the birthplace of union leader Eugene Debs,

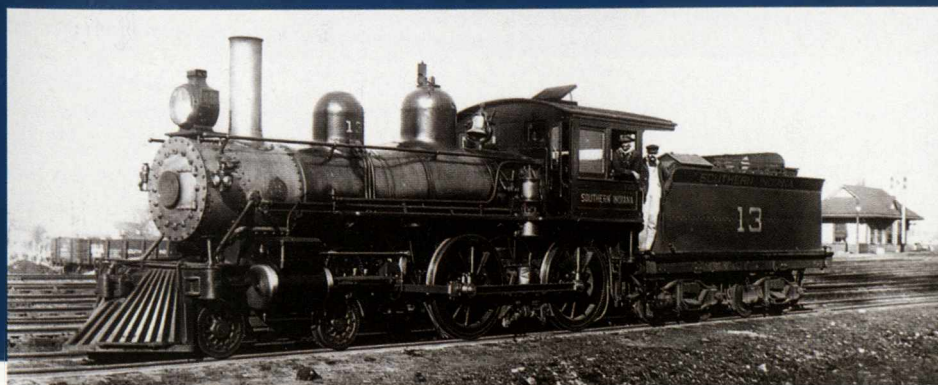
the former home of Champaign Velvet beer, and the location of Columbia Records’ mail-order house.

The Milwaukee Road’s involvement in this city began back in 1921 when it leased the Chicago, Terre Haute & Southeastern Railroad. At that time, the whole Southeastern property became known as the Terre Haute Division of The Milwaukee Road. This divi-

HAUTE



I · N · D · I · A · N · A



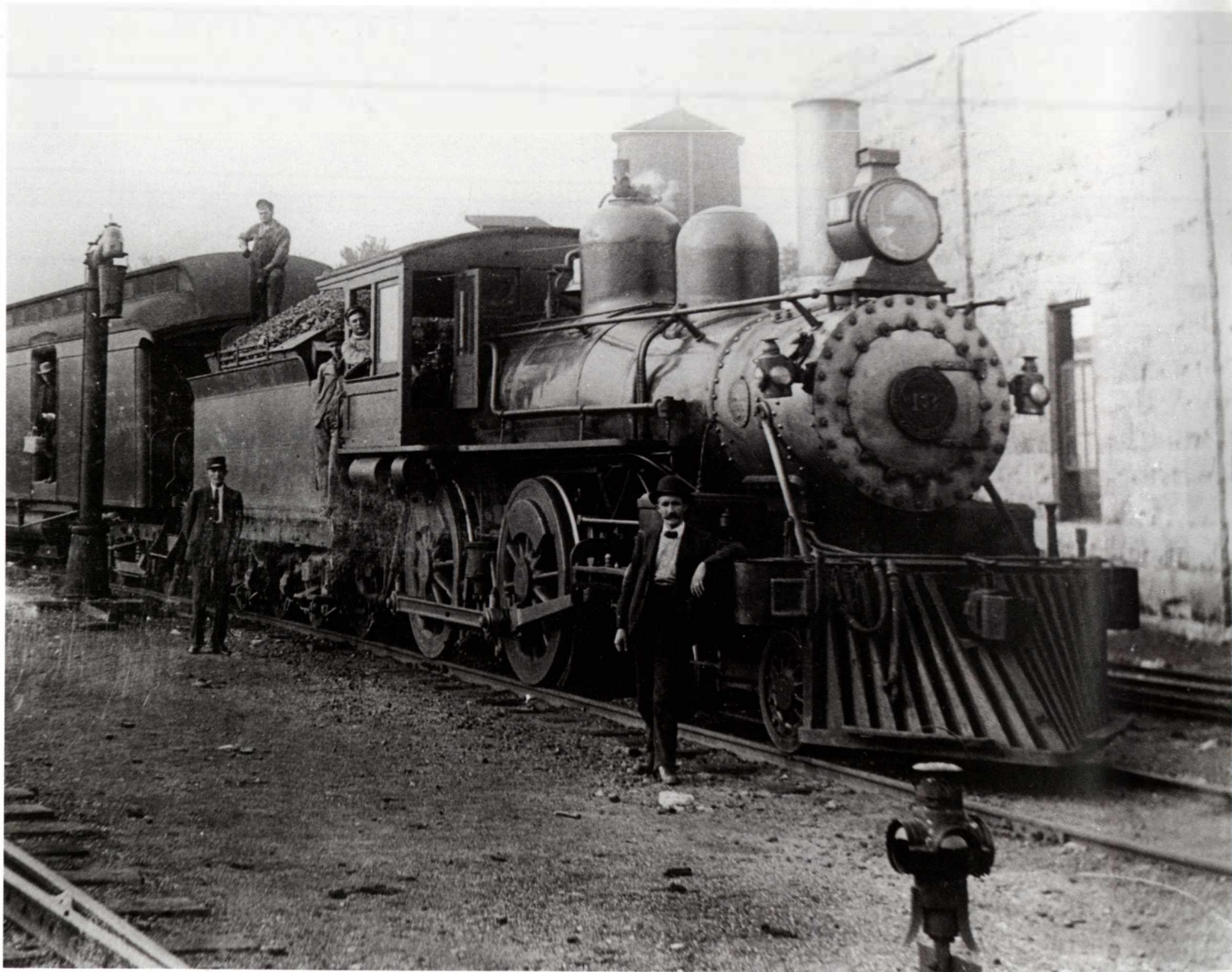
Above: Fireman Kenny Gardner eyeballs the photographer as his train approaches the Penn Central (ex-Pennsylvania Railroad) crossing at Preston Tower circa 1970.—JOHN FULLER, BOB BRUNS COLLECTION. Left: Southern Indiana 4-4-0 No. 13 was the pride and joy of John Walsh, creator of the Southern Indiana Railroad.—BOB BRUNS COLLECTION

sion lasted until 1974 when it was absorbed into the Chicago & Iowa Division. With any talk of Southeastern history, one has to mention John R. Walsh a Chicago banker, railroad, and newspaper owner.

Mr. Walsh had purchased, out of receivership, the bankrupt Evansville & Richmond Railway in 1897. Along with his takeover of the Bedford Belt, a small switching railroad in

that southern Indiana city, he formed the two into the Southern Indiana Railroad shortly after. The Southern Indiana's main business was the movement of limestone from the Bedford area. He was handing over most of these carloads to the Evansville & Indianapolis at Elnora, Ind., the western terminus of this line. During this time there was a boom in the building industry, and Bedford limestone

was in great demand. Walsh wanted a better outlet to Chicago markets, so he proceeded to extend his line to Terre Haute. There he could make better connections, particularly with the Cleveland, Cincinnati, Chicago & St. Louis (more popularly known as the "Big Four Route" and later a New York Central System subsidiary), Pennsylvania Railroad, and the Chicago & Eastern Illinois. At that



***Above:** An unidentified man—perhaps the yardmaster or trainmaster—poses in front of Southern Indiana 4-4-0 No. 13 in November 1907. He had his own personal engineer for inspection outings, and this is believed to be the first such trip over the newly completed line to Chicago. **Left:** The crew of an SI work train pauses to pose; date and location unknown.—JOHN FULLER COLLECTION*



time the E&I was handling the SI's traffic to Terre Haute.

In 1899 Walsh commenced purchasing right-of-way and bought much of the mostly untapped coal fields between Elnora and Terre Haute. Walsh's entrance into Terre Haute was blocked by the other roads, throwing one legal obstacle after another into his way. He ultimately purchased the Terre Haute Express newspaper to give him a voice in the Vigo County area to gain public favor for his railroad. While battling in the courts, 12 miles of line from Elnora to Linton was opened on Jan. 22, 1900.

Walsh's newspaper helped garner public favor and the other lines slowly backed off their objections. Soon, construction reached the outskirts of Terre Haute. Just south of the city, it crossed the C&EI and E&I. Spring Hill tower was constructed and put in operation July 1900. Its interlocking system was of the Saxby & Farmer type with 20 levers. The building itself was built of wood and was 12 x 14 feet. On the evening of Dec. 19, 1910, about 10pm it was destroyed by fire. The tower was rebuilt and put back in service May 16, 1911.

By June 1900, Southern Indiana tracks had reached Terre Haute. The end of line was at Main Street just three tenths of a mile short of Union Station. A passenger station of its

own was planned to be built between Ohio and Wabash streets but it never happened—nor did plans to build a spur to reach Union Station from Maple Avenue. Instead, the SI obtained trackage rights over the Vandalia line of the Pennsylvania Railroad to reach Union Station. Rental was placed at \$200 a month plus maintenance. A freight depot was constructed at Crawford Street.

A large terminal yard was constructed on about 400 acres bisecting Hulman Street, and in fact the yard was called Hulman Street. (The street had been named after famed Indianapolis 500 car personality Tony Hulman.) A ten-stall roundhouse with connecting storeroom, offices, and power house was built of Bedford stone. Next to the yard on the west side, a coach yard with car department building was constructed in 1906. At Ohio Street, two team tracks were put in. At Crawford Street, by the freight house, three team tracks were constructed.

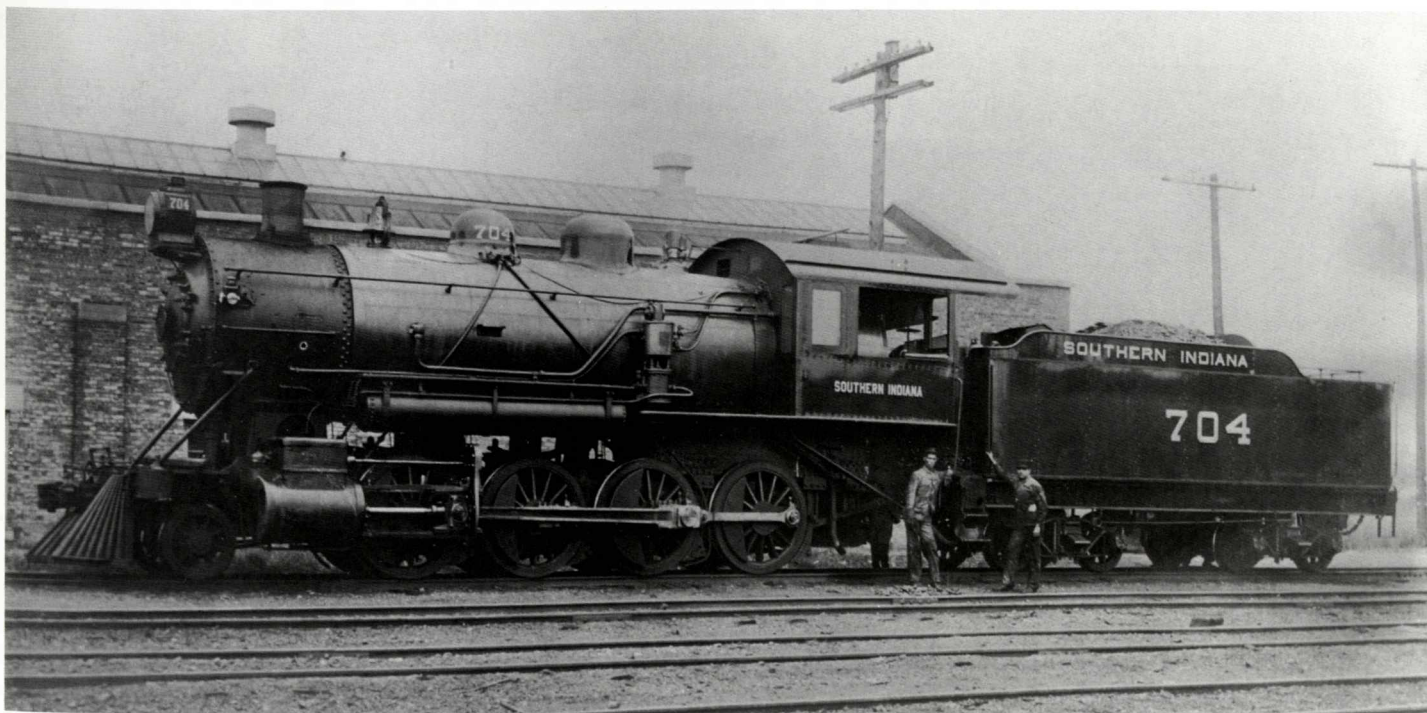
By August 1900 most of the construction was done and in place. To tout Walsh's road, he ran a special passenger train from Crawford Street to Bedford and return on Aug. 16, 1900. Aboard were reporters of the Terre Haute Express newspaper, photographers, and other selected persons. There was a big write-up in the newspaper the following day, and a large supplement included a description

of the sights and scenery with photographs. The train made a side trip to Oolitic to observe the quarries in operation. Other stops were made at various locations such as near Indian Springs, where a spur was being constructed to Walsh's Trinity Springs Hotel—which he hoped would compete with the Monon's French Lick Resort.

By September the line was put in service. On Sept. 10 the first freight train arrived in Terre Haute with 23 loads of stone for Chicago. By Sept. 17 the line was officially put into service. The first passenger train from Bedford arrived at 11:10am with 100 people aboard three coaches. Overall, 132 tickets were sold. The first passenger train to Bedford, with a mail car, baggage car, and two coaches departed at 1:45pm with 18 passengers.

Walsh now had a better outlet for his railroad's stone but it would be short lived.

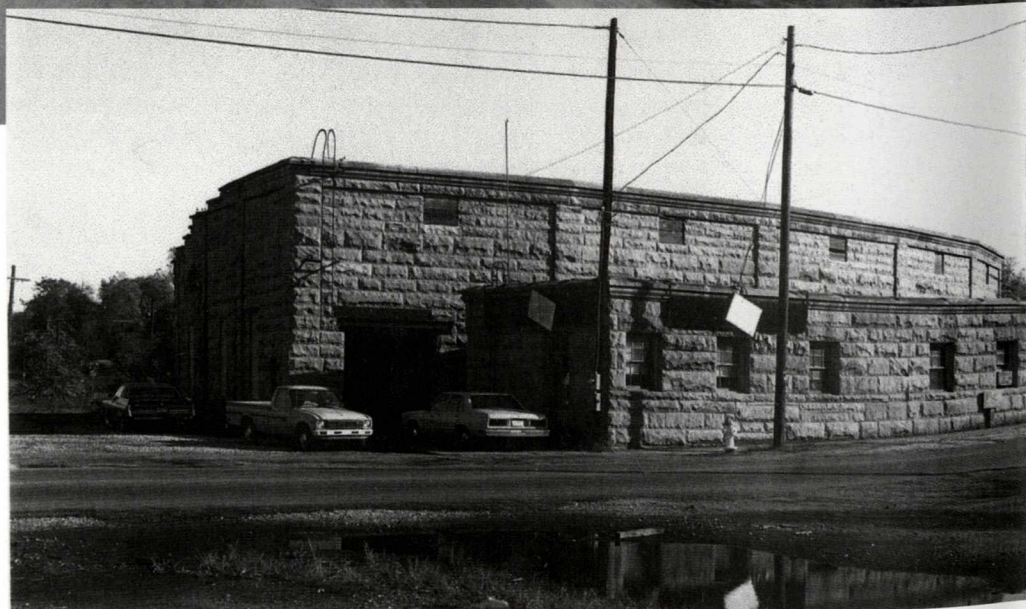
In 1903 a line 0.74 miles long was built from just south of Hulman Street Yard off the main, west toward the Wabash River. This South Belt would serve the Wabash Sand & Gravel Company. A year later the Chicago Tie Preserving plant—its stated capacity would be the treatment of 150,000 ties per year—would locate adjacent to the sand company. The Milwaukee serviced this industry for many years, and later it became known as the Indiana Wood Preserving Company and



Above: Southern Indiana 2-8-0 No. 704 and her crew stand outside the car shop building on Hulman Street early in the 20th Century.—BOB BRUNS COLLECTION



Above: In the olden days of The Milwaukee Road (and CTH&SE and Southern Indiana) in Terre Haute, Hulman Street was where it was happening. This east-west street sliced through the middle of the yard and ran alongside the roundhouse and shop complex. This view looks east along the street on Nov. 10, 1967. Note the "heavyweight" crossing gates—and the gateman's elevated shanty with the bell—which even in the late 1960s were becoming scarce throughout the U.S. The railroad crossing in the distance is Chicago & Eastern Illinois' Chicago–Evansville mainline.—BOB BRUNS COLLECTION



then the Western Tie Company.

A year earlier in 1902 plans had been made to build north. A eight-mile-long belt line was to be constructed so the road could gain access to all lines entering the city. At Grover, land was purchased and platted for a roundhouse and yard on the east side of where the main would be. The roundhouse was graded but never built. Near Grover was Stoddart Pit where many loads of stone were hauled for ballasting the line and also used for the area's

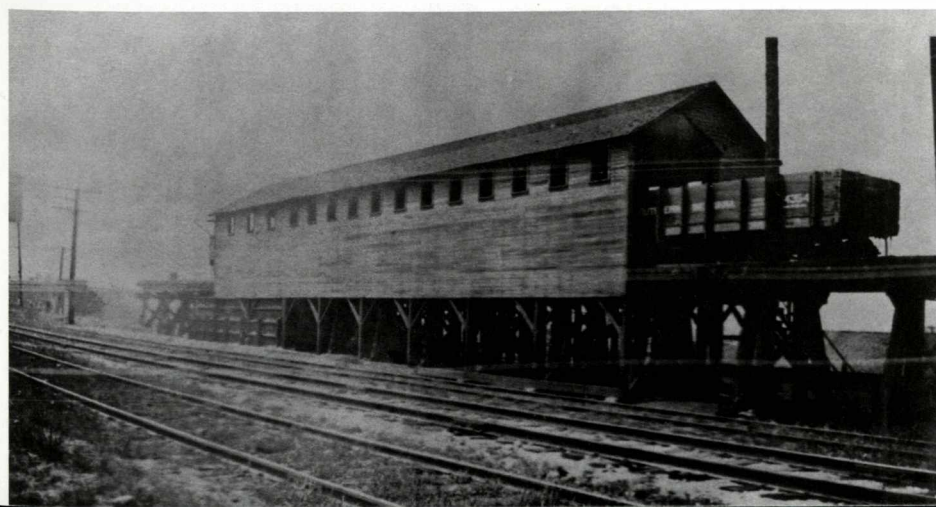
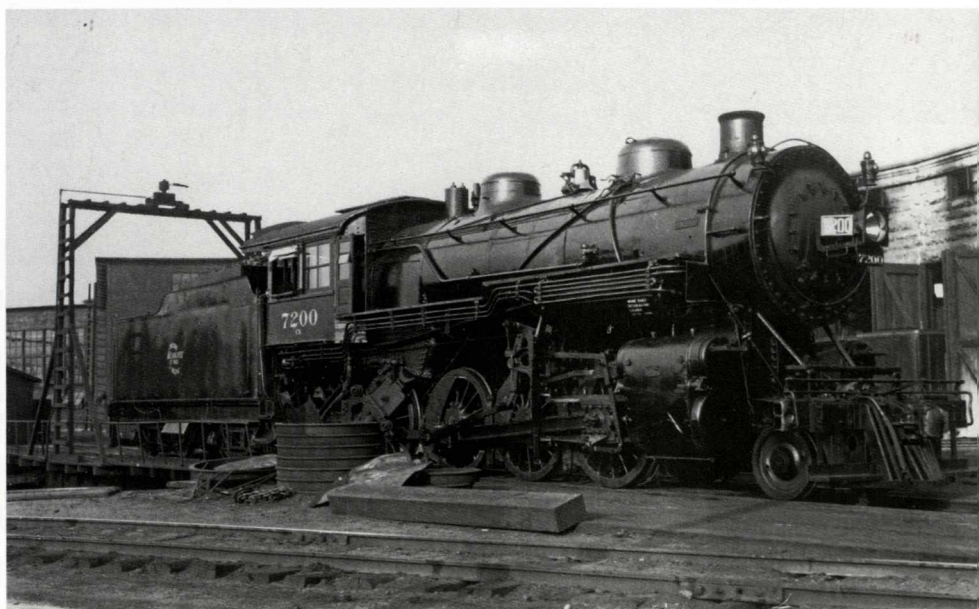
roadways. This industry was operated by the Wabash Sand & Gravel Company.

Construction of the North Belt was in progress by 1904 and several towers had been put in service or were being installed. At McKeen (later known as Belt Junction), the crossing of the C&EI, a Taylor electric interlocking plant with 32 levers in a 12 x 14-foot tower was installed in March. At Preston Lane (later shortened to just Preston), the crossing of the PRR and Big Four, a tower was put in service

in August 1904. South of Preston a four-track yard originally called Vandalia Transfer, later known as just Van, was built to handle interchange with the PRR and Big Four. In June at Dewey (originally called Chicago Junction), the crossing of the C&EI and Big Four, a tower was put in service. Also in place were a siding west of the C&EI, a passing and storage track, and wyes with connections and delivery tracks to the two roads. The distance from McKeen to Chicago Junction was 7.45 miles.

Right: The water tank at Hulman Street as it appeared toward the end of the steam era.—JOHN FULLER, BOB BRUNS COLLECTION

Below: Class G-7 No. 1058 and another engine appear to be in storage at Hulman Street, date unknown. Note coal chute at right.—BOB BRUNS COLLECTION



Above left: This closeup view of the back of the roundhouse and the shop buildings was taken in 1983. The wonderful old Indiana limestone structures have been demolished.—BOB BRUNS COLLECTION. **Left:** The original coal chute, shown circa 1900, had 12 pockets for dumping.—TED SCHNEPF COLLECTION. **Above:** Class C-5 2-8-0 No. 7200 is at Terre Haute looks almost new in this undated photo. It was built in 1912 at Milwaukee Shops.—FROM T. S. MARTORANO, BOB BRUNS COLLECTION, VIA BOB LORENZ COLLECTION



Two views show the car shops circa 1910. The main building stood on the south side of Hulman Street west of the yard tracks. **Left:** This view looks southwest, and it appears the tracks to the building are freshly laid. The canopied walkway may be for the unloading of supplies from cars spotted on the first track east of the main building. Note the wye track in the distance and the locomotive apparently turning a car. **Below:** A side view of the main Car Department building as seen from across the street next to the round-house. The shot shows the original crossing shanty before the elevated gate shanty was erected. **Bottom:** As late as 1979, the old car shop at Hulman Street still bore the sign denoting its originally intended function.—ALL, BOB BRUNS COLLECTION VIA JOHN FULLER.



Just north of McKeen a siding was put in at College Avenue. A bridge was constructed to elevate the tracks over Wabash Avenue and another to cross above the Vandalia's track. An electric line to Brazil passed underneath at Wabash Avenue Just west of Dewey at Lafayette Street the tracks crossed a streetcar line at grade. Walsh owned 160 acres of land here and proposed to build shops similar to the one at Bedford. This plan was never carried out.

At this time the company offices were on the third floor of the Grand Opera House Block on Seventh Street. Officers housed there were General Manager J. W. Thompson, Trainmaster J. O. Bell, Superintendent L. B. Witty, General Freight and Passenger Agent

H. P. Radley, and Engineer Maintenance of Way F. W. Ranno, among others.

Other improvements during this period were a crossing over the C&EI at Crawford Street downtown to serve the American Car & Foundry works, and at Oak Street another non-interlocked crossing to serve the Terre Haute Brewery where the one time famous Champagne Velvet was produced. Because of the congestion at Hulman Street Yard and the industries served by yard crews, a second main was constructed during 1905 from Ohio Street south to just before Spring Hill interlocking. This helped reduce delays to passenger trains and yard engines.

By 1904 the C&EI was now in the control





***Above:** This view looking west along Hulman Street was taken from near the roundhouse entrance (see page 14) on July 26, 1966. At left in the photo is the Car Department main building and elevated crossing shanty.—PHOTOGRAPHER UNKNOWN, BOB BRUNS COLLECTION*



***Above:** Motorcar 5931 is at the Milwaukee's Hulman Street Terre Haute depot, possibly on one of the last passenger runs. Photographs showing the depot appear to be extremely rare, as this is the only one that has surfaced thus far.—PHOTOGRAPHER UNKNOWN, BOB BRUNS COLLECTION*

***Right:** In this interesting scene looking south from the depot on June 15, 1950, we see people angling to get photos of the last run of a regularly scheduled Milwaukee Road passenger train at Terre Haute. This is train No. 1 arriving from Bedford for the last time.—PHOTOGRAPHER UNKNOWN, BOB BRUNS COLLECTION*





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32	31	30	29	28	27	26	25	24	23	22	21
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8	7	6	5	4	3						

CHICAGO, TERRE HAUTE AND SOUTHEASTERN RAILWAY CO.
 31 RIDE MONTHLY TICKET—For the person whose name is written below
W.A. Davidson
 BETWEEN
 MAPLE AVE., Ind. and
 TALLEYDALE SHAFT MINE (Fayette, Ind.)
 GOOD ONLY ON MINERS' TRAIN
 Form 21
Johnnie
 General Passenger Agent

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

MONTHLY COMMUTATION TICKET
 —BETWEEN—
MAPLE AVE. STATION (Terre Haute, Ind.)
 and
TALLEYDALE SHAFT MINE (Fayette, Ind.)

DURING THE MONTH OF **APR - 2 1959** YEAR

GOOD ONLY ON MINER'S TRAINS AND FOR THE INDIVIDUAL TRANSPORTATION OF THE PURCHASER WHOSE SIGNATURE IS AFFIXED BELOW

MR. _____

Sold Subject to tariff regulations Not good for checking baggage

214 Form C. 55 *A. J. Smith*
 General Traffic Manager

Above: One of the miners' trains is at Dewey in 1932. Tickets: Monthly commutation tickets aren't just for Chicagoans and New Yorkers; they were used by miners in the Terre Haute area to commute on the Milwaukee to work at various area coal mines.—MINERS' TRAIN, DONALD HEHMAN, BOB BRUNS COLLECTION

of the Moore Brothers, who also operated the St. Louis-San Francisco Railway (Frisco) and Chicago, Rock Island & Pacific. The C&EI was the interchange for most of the SI's Chicago freight. The C&EI became so inundated with traffic that road claimed they could not handle any of the Southern Indiana freight. Not to stand still, Walsh issued an ultimatum to the C&EI, "Either handle my coal or I'll build my own line to Chicago." The Moore Brothers were not interested at all in the SI's plight and virtually ignored Walsh. On Sept. 26, 1904, Walsh began to extend his line north from Terre Haute. Seeing that the SI was building its own line, the C&EI made

no effort to handle Walsh's business, and by November, 800 loads of coal were still standing on SI tracks after two weeks time. Walsh had to seek legal action to force that road to move his traffic. Coal estimates at this time for the Linton fields was estimated at 40 billion tons with at least 8 billion workable tons and was said to last for 300 years. This reinforced Walsh's belief that building his own line to Chicago could be profitable.

The Chicago Southern Railway Company of Indiana was incorporated to build the line from McKeen to Quaker, a spot on the Indiana-Illinois border, a distance of some 36 miles. Another six miles on the Illinois side

the line will reach Humrick, crossing with the Toledo, St. Louis & Southwestern, later part of the New York, Chicago & St. Louis—the Nickel Plate Road.

The line to Humrick was put in service October 1906. From Belt Junction north this became the Illinois Division, and from Terre Haute south the original SI portion was now the Indiana Division. Immediately a Humrick turn was scheduled as trains 76 and 75 to operate from Hulman Street Yard to Humrick and return. Other trains were run as Extras as traffic warranted.

Federal charges were filed against owner John Walsh on December 1905 for misappro-

prying funds from his banks toward his railroad. He was convicted and sent to prison. The SI was removed from his control and Myron Carpenter from the C&EI was appointed president and receiver. During this time most of Walsh's projects were stopped and operations were for the most part unchanged.

By 1910 an employee timetable showed these scheduled operations out of Terre Haute: three passenger trains a day to Seymour; passenger train No. 201 to Sullivan and back as 204; two freights to Bedford, Nos. 21 and 23 returning as 22 and 24; No. 122, a mixed train to Humrick returning as No. 121; and two freights each way to Faithorn, Ill., Nos. 102 and 104 northbound and 101 and 103 returning.

A new yard was constructed at St. Bernice and named West Clinton. Construction began in 1910 and was completed in 1911. This eased the congestion at Hulman Street and also allowed the road to establish a terminal at that location to serve the developing north coalfields around Clinton.

By 1917 the railroad was using a battery-powered motorcar for passenger service, running two schedules a day each way between Maple Avenue and West Dana. The car was

were manned 24 hours, and Belt Junction was manned by two 11-hour shifts.

During 1920 the general offices had been moved to the Rea Building at Eighth & Wash. The company offices were still in Chicago at the Rand McNally Building. The battery car passenger run was cut back from West Dana to St. Bernice. There were four miner trains into Maple Avenue and one passenger train from West Clinton. A northbound freight called the *Red Ball* was operating out of Hulman Street as No. 92 north and No. 91 south, to and from Faithorn. To the south were two passenger runs each way to Seymour and one that went to Odon and return. A mixed train went to Sullivan.

On Sept. 13, 1920, the company held its first annual employee picnic, at Deming Park on the east side of Terre Haute. Three special trains were run to bring many of the 2,500 South-eastern employees and their families who were attending. One train departed from Bedford,



Above: The crew at the Crawford Street freighthouse steps outside for a group photo with their timekeeper, Fred Pearce (with the "X" above his head) circa 1920. Truly, railroading back then was a man's world. —BOB BRUNS COLLECTION

kept at West Clinton and serviced there. Two miner trains operated into Maple Avenue. One came from the Essanbee Mine on the Blanford branch, and the other came from the Shirkie Mine. Dewey and Spring Hill towers

One train departed from Bedford,

Loads interchanged with other lines and industries at Terre Haute for Various Years

Date	To-PRR-From	To-C&EI-From	To-Big Four-From
1927			9,147 13,795
1932			6,211 11,234
1934	3,965 5,611		
1935	3,902 5,834		
1941		2,938 1,486	
1942	10,015 12,039	4,251 4,466	8,226 14,081
1943		4,075 1,781	
1944		3,473 2,236	
1946	16,073 8,168	5,019 3,962	7,963 8,957
1947	17,093 7,759		
1950		4,348 3,866	
1951		5,425 4,473	
1953	9,505 4,956	5,766 4,583	5,398 5,685
1954	9,153 4,574	5,483 5,662	4,534 5,152
1955	10,018 4,217	4,311 6,586	5,696 6,644
1956	11,247 3,915	4,206 6,476	5,123 6,806

Evansville & Terre Haute

Date	Loads to	Loads From
1927	2,633	1,950

Indiana Railroad

1942	5	854
------	---	-----

Terre Haute industries

1971	3,786	4,369
1972	3,673	3,723
1973	3,542	4,228
1975	7,475 total	
1976	3,430	4,364
1977	2,925	4,364 (plus connections, 1,906)

Revenue for 1977: \$3.5 million

another from Faithorn, and the third from the West Clinton area. This was a yearly event, and everyone enjoyed the day at Deming Park and the train ride. The Milwaukee continued this tradition into the early 1940s.

Come July 1921 and the CTH&SE was under the control of Chicago, Milwaukee & St. Paul under a 999-year lease. Changes started immediately. The turntable at Hulman Street was lengthened to accommodate the bigger and longer Milwaukee locomotives that were sent here. The table was 62 feet and was lengthened to 70 feet with a steel extension; later it was rebuilt to 72 feet. The dispatcher's office that had been at Hulman Street was moved downtown to the REA Building. By November 1922, the motive power that could be found working the more than five yard jobs included old Southeastern engines but in new Milwaukee numbers. Among the better-known were 4-6-0s Nos. 2257, 2266, and 2274; 2-6-0 No. 2953; and one of the first Milwaukee engines, I-class 0-6-0 No. 1231.

By 1923, yard power used at Terre Haute included old Southeastern engines still in CTH&SE numbers: Nos. 101, 102, and 106 of the 2-6-0 Mogul type and Nos. 653, 655, and 658 of the 2-8-0 Consolidation type. Another of the first Milwaukee engines used was the 7229, a Class C 2-8-0. This unit later would be renumbered 1229 and would be seen all over the system as far west as Tacoma.

With the coming of the Milwaukee, business boomed in the early 1920s. In 1924 there were about 2,115 employees on the division. Besides trainmen and enginemen who operated out of Hulman Street, there were 22 station employees under charge of Agent Marley Faris, and 55 switchmen under charge of Yardmaster Thomas Boleman. The mechanical department under C.R. Patton had between 241 and 272 employees, depending on work needed.

By 1928 the following yard jobs were working at Hulman Street: 7AM, 7:55AM, two 8AM's, a 4PM (worked car department), 5PM, 5:55PM, and a lone 11:55PM crew on the third shift. Engines seen regularly were all 2-8-0s,

Right: Early diesels on the Southeastern included Alco S-series units such as S-4 1875 (1951) shown at Hulman Street in May 1956.—BOB BRUNS COLLECTION

Telegraph Office	Station Numbers	Capacity of Sidings 40 feet Cars	NORTHWARD										
			FIRST CLASS						SECOND CLASS				
			TIME TABLE No. 19 MAY 22, 1921										
			14	16	18	20	22	24	92				
			Miners Daily Except Sunday	Miners Daily Except Sunday	Miners Daily Except Sunday	Miners Daily Except Sunday	Passenger Daily	Passenger Daily	Red Ball Daily				
STATIONS						A. M.	P. M.	A. M.					
N	158	Yard	WEST CLINTON, FW	A. M.				8.00	8.55	11.00			
			ESSENDEE	6.50									
			W. C. MINE	6.45									
	159		BLANFORD JCT.	6.42				7.57	3.50	10.34			
	160	13	BLANFORD, W	6.40				7.56	3.49	10.32			
			TIGHE	6.38		A. M.							
			JACKSON HILL			6.55							
			B-S No. 1			6.46							
			KOLSEN JUNCTION	6.30		6.41		7.47	3.40	10.12			
D	163	Yard	LIBERTY VILLE	6.29		6.40		7.46	3.39	10.10			
	164		WINDSOR JCT.	6.27		6.38		7.43	3.36	10.05			
									P. M.				
			PINE RIDGE JCT.	6.25		6.36		7.42	Coal Creek Branch	9.56			
	166		HIGGINS MARTIN	6.22		6.33		7.40		9.50			
	170	75	FAYETTE		A. M.	6.25	A. M.	7.31	P. M.	9.32			
	171		BRIDGE JCT.	6.12	6.17	6.24	6.32	7.30	3.08	9.30			
	173		STODDART, W										
			13th STREET	6.06	6.11	6.18	6.26						
	174		X GROVER	6.02	6.07	6.14	6.22	7.22	3.00	9.15			
			MAPLE AVE.	5.55	6.00	6.07	6.15		2.55				
N	175	Yard	X DEWEY	A. M.	A. M.	A. M.	A. M.	7.20	P. M.	9.14			
	176		X PRESTON					7.19		9.13			
	177	45	VAN TRANSFER					7.16		9.10			
	179	75	COLLEGE AVE.					7.12		8.57			
	182		X BELT JUNCTION					7.05		8.45			
N		Yard	HULMAN ST., FW					A. M.		P. M.			
N		Yard	X TERRE HAUTE										
				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily		
				14	16	18	20	22	24		92		

Thirty-five miles per hour is speed limit for passenger trains between Belt Junction and West Clinton.

Twenty-five miles per hour is speed limit for freight trains between Belt Junction and West Clinton.

Ten miles per hour is speed limit for trains entering West Clinton Yard.

Nos. 22 and 24 must not exceed schedule speed.

Nos. 14, 16, 18, 20, 22 and 24 are void when one hour behind their schedule time at any station.

Nos. 17, 19, 21 and 23 are of superior direction to No. 24.

No. 16 will run under control between Maple Avenue and Bridge Junction looking out for No. 14 ahead.

No. 18 will run under control between Maple Avenue and Bridge Junction looking out for No. 16 ahead.

No. 20 will run under control between Maple Avenue and Bridge Junction looking out for No. 18 ahead.

No. 22's train will leave Hulman Street at 7:00 A. M.

No. 92's train will leave Hulman Street at 8:30 P. M.

West Clinton, Bridge Junction, Grover and Belt Junction are register stations.

Lamb's crossing, one mile north of Libertyville, is a flag stop for No. 24.



		Illinois Division		SOUTHWARD							
		TIME TABLE No. 19 MAY 22, 1921		FIRST CLASS						SECOND CLASS	
		STATIONS		15	17	19	21	23	25	91	
				Passenger	Miners	Miners	Miners	Miners	Passenger	Red Ball	
				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
				A. M.					P. M.	A. M.	
N	158	157.5	WEST CLINTON. FW	8.30				P. M.	4.45	3.30	
			ESSENREE					3.45			
			W. C. MINE					3.50			
159	159		BLANFORD JCT.	8.33				3.54	4.48	3.35	
160	159.5		BLANFORD. W	8.35				3.58	4.50	3.37	
			TIGHE			P. M.		4.01			
			JACKSON HILL			3.40					
			R-S No. 1			3.49					
	163		KOLSEN JCT.	8.42		3.54		4.04		3.53	
D	163	163.5	LIBERTYVILLE	8.45		3.58		4.08	5.00	3.55	
164	164.5		WINDSOR JCT.	8.47		3.58		4.08	5.02	3.57	
			PINE RIDGE JCT.	A. M.							
			WIGGINS MARTIN	4.02				4.10	5.04	3.59	
166	166.3		FAYETTE	A. M.	P. M.	4.14	P. M.		5.07	4.02	
170	170.5		BRIDGE JUNCTION	9.14	3.55	4.15	4.20	4.25	5.17	4.25	
171	171.0		STODDART. W							4.28	
173	173.8		13th STREET		4.02	4.22	4.27	4.32			
174	174.4		X GROVER	9.22	4.07	4.27	4.32	4.37	5.25	4.34	
			MAPLE AVE.	9.30	4.15	4.35	4.40	4.45			
N	175	174.7	X DEWEY	A. M.	P. M.	P. M.	P. M.	P. M.	5.26	4.35	
176	175.2		X PRESTON						5.27	4.38	
177	176.7		VAN TRANSFER						5.31	4.50	
179	179.0		COLLEGE AVENUE						5.37	5.08	
182	182.0		X BELT JUNCTION						5.45	5.20	
N	183.5		HULMAN STREET FW						P. M.	A. M.	
N	185.4		X TERRE HAUTE								
				Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	
				15	17	19	21	23	25	91	

Thirty-five miles per hour is speed limit for passenger trains between Belt Junction and West Clinton.

Nos. 15 and 25 must not exceed schedule speed.

Twenty-five miles per hour is speed limit for freight trains between Belt Junction and West Clinton.

Nos. 15, 17, 19, 21, 23 and 25 are void when one hour behind their schedule time at any station.

Nos. 17, 19, 21 and 23 are of superior direction to No. 24.

Yard, mine and belt engines must protect in accordance with rule 99 when they use main track on the schedule time of Nos. 91 and 92 between West Clinton north yard limit-board and Belt Junction.

No. 21 will run under control between Bridge Junction and Maple Avenue looking out for No. 19 ahead.

No. 23 will run under control between Bridge Junction and Maple Avenue looking out for No. 21 ahead.

No. 25's train will arrive at Hulman Street at 5:50 P. M.

No. 91's train will arrive at Hulman Street at 5:50 A. M. West Clinton, Bridge Junction, Grover and Belt Junction are register stations.

Lamba's crossing, one mile north of Libertyville, is a flag stop for No. 15.

ex-CTH&SE but all now numbered into the Milwaukee system: 7071, 7073, 7077, and 7078, and the larger 7705, 7715, and 7716. The tower at Belt Junction was now operating 24 hours. This would not last long as by 1930 the tower would be closed, and its control transfer to Spring Hill.

Passenger service south to Bedford was on the decline so much so that by 1929 a single train was left, No. 4 to Bedford returning as No. 1. On April 9, the Class G ex-CTH&SE power was taken off this train and for the first time a gas-electric was brought down and assigned to this lone run. Over the years, the following gas-electrics saw service on the Terre Haute Division: 5930, 5931, 5933, and 5938.

By 1932 the car shop at Bedford was closed in its entirety and work transferred to Hulman Street and West Clinton. This was one of few bright spots for Terre Haute, as the whole division soon would face drastic cuts almost throughout when the Depression hit. During the early 1930s there were two freight trains, the *Owl* and the *Red Ball*, out of Hulman Street north to Bensenville. The Essanbee and Shirkie mines' miner trains were still running to Maple Avenue as was a way freight three times a week to Bedford, returning the next day. Most other trains bypassed Terre Haute proper by running around the Belt.

Times were tough up to 1935. There was an average of only 4.3 yard crews working daily in the yards and handling 650 cars. The following year saw an increase of an average 5.17 crews handling 785 cars. In 1936 the economy was slowly coming around to where six crews were assigned in the yards. They worked 7AM, 7:30AM, 3PM, 5:20PM, 10PM, and 11PM. Some of the known power used was the large C-class Southeastern engines, mostly the 7706, 7707, 7711, 7714, 7715, and 7716. Many of these C-7s were starting to migrate to Bensenville and the Chicago Terminal. By the late 1930s the C-7s would be gone from the Terre Haute Division except for very rare occurrences. In 1938 there was still six yard assignments, but they were all working with the larger Mikados of the



Left: Fairbanks-Morse C-Liners were common road power on the Southeastern from April 1954 to the end of the service lives of these units in 1967. This trio was at the Hulman Street facility circa 1955; this was the power for trains 84 and 77.—HERMAN SCHARF, BOB BRUNS COLLECTION

Mouse Vs. Mikado

Mouse: 1, Mikado 8287 (586): 0



MILW 8287 lays sadly on its side after being derailed by the actions of a mouse. —
PHOTOGRAPHER
UNKNOWN, BOB
BRUNS COLLECTION

It was early morning on Thursday Jan. 17, 1924, at the West Clinton, Ind., main terminal of the Milwaukee's Terre Haute Division. West Clinton is just north of Terre Haute and was home terminal for crews operating north to Faithorn or Joliet and south around Terre Haute to Latta or Bedford.

Temperature that morning was minus four degrees as the crew started work. Engineer Hovey Anderson, fireman Donald Hunter, and conductor Boyd made up part of the crew. Being in Indiana where there was a full-crew law, there was also three brakeman on the job who went unmentioned. Conductor Boyd and crew were called for a Latta turn, a regular job but run as an Extra. This job took empties that were assembled at the West Clinton yard for the South Fields at Latta some 43 miles to the south. At Latta the crew picked up loaded coal for the north and turned back to West Clinton.

Engine for this job this day was the 8287, a Mikado 2-8-2 Class L-2a engine, the regular for this run since the Milwaukee leased the line shortly before in July 1921. The 8287 departed West Clinton around the usual time with a train of about 50 cars, almost all empties. Caboose 01185 was on the rear.

The 8287 proceeded south uneventfully, coming into Terre Haute and crossing the C&EI at Dewey, the crossings of the Big Four and the Pennsylvania Railroad at Preston, then around the curve at Fruitridge Avenue and clear of Van Yard. Once past College Avenue siding and approaching Belt Junction and the crossing over the C&EI, the train crew noted the raised arm and the green light of the top semaphore signal, indicating the way was clear and that the train could proceed. Belt Junction tower was entirely electric while most interlocking plants at that time were mechanical.

However, although the signal showed clear, the derail was set to do just that. Engineer Anderson saw this at the last moment, and even though he put the train in emergency, it was too late. The 175-ton locomotive hit the derail and toppled over on its side. All the crew members in the cab leaped out the fireman's side to safety and escaped serious injury save for some bumps and scrapes. The first two cars also derailed: GATX 21738, a tank car, and Southern Indiana 3179, a coal car.

An investigation began immediately. Because of the great distance between the interlocking plant or tower and the signal and the derails, as well as the darkness, operator Millard French could not have noticed the signal arm and light showing clear nor the derail in the "on" position. Had it been daylight, the wreck might have been averted. The operator would have seen the derail or the semaphore in the upright (clear) position.

On further investigation, officials checked the electric mechanism box which controlled the home signal and found the crushed and frozen body of a mouse. It was thought that the mouse, seeking shelter from the cold, had entered the box and caused a short circuit, which in turn caused the signal to malfunction.

The next day, with the aid of two wreckers, the engine was uprighted and rerailed along with the two cars. Total cost of the derailment was set at \$2,400. The 8287 was checked out and overhauled, returning to service soon after. It remained in service many more years being renumbered to 586 in 1938.

The crew of 8287 and operator French were later absolved of all blame at an ICC investigation, and in putting cause to the wreck, the report simply stated, "mouse." —Bob Bruns, with thanks to former telegrapher Maurice Burke.



Class L-2a (known used was the 8237 and 8278). The yardmaster at this time was R.A. Schuh, a veteran CTH&SE employee backed up by assistant yardmaster William O. Wherrett another veteran yardman. Preston was closed in 1937 as a manned tower and was controlled from nearby Dewey. Near Deming Park were two tracks linked with the Indiana Railroad, both of 32-car lengths. Cars were interchanged there until 1943. Mostly loads came to the Milwaukee. The Milwaukee delivered very few cars. The two north trains out of Hulman Street would last until 1947 when the lone train would become No. 77. This lasted until 1971.

When World War II started, a large War Aid Depot with a connecting track to the Milwaukee was constructed beside the northeast part of Van Yard. This facility was also serviced by the New York Central from the north end and Pennsylvania from the south. Because war shortages, the gas-electrics used on the passenger train were replaced by K-class 2-6-2 Prairie types to conserve fuel. This was the first time this engine was used on the division, and aside from working the passenger train, it was used in the yard and also saw use at West Clinton terminal. When the war was over, the gas-electrics returned, but the 2-6-2 was still used in the yard into the early 1950s. Sometimes the gas-electric engine broke down and the K-class or an L-2a was substituted on the passenger train.

The Crane Naval Depot opened in 1941 and to serve it, a second passenger train was scheduled out of Terre Haute to carry the large number of people hired to build the facility; this also required extra freight cars to



Facing page, top: Motor car S931 pokes out of Indian Springs tunnel in 1934. The tunnel is located between Indian Springs and Crane and is in the middle of the Crane Naval Depot grounds, making this photo angle difficult to get without being imprisoned for being a terrorist!—DONALD HEHMAN. **Left:** A Louisville–Chicago train is in the pass and parked behind the Crane depot in 1981.—MIKE SCHAFER

Below: Train 100 is on ex-PRR rails about to pull into Chase and shove back up the interchange to home tracks (on bridge). **Bottom:** The shove complete, No. 100 has reversed direction and is now heading southward toward Bedford.—BOTH, TED SCHNEPF, BOB BRUNS COLLECTION.

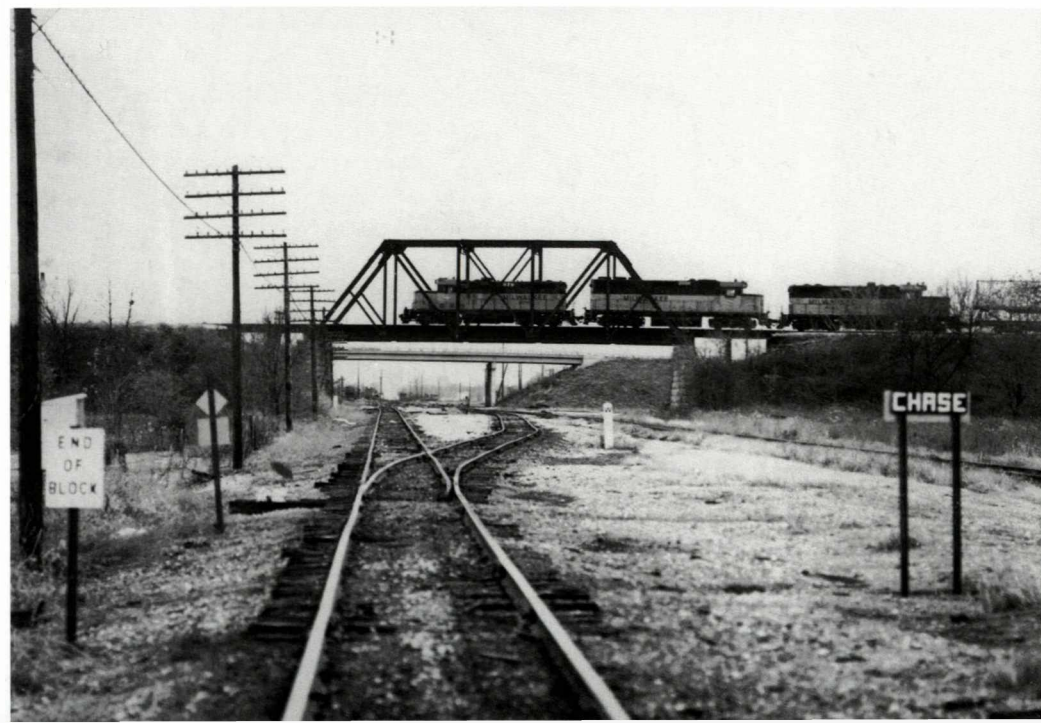
carry construction material. The Crane trains used L-2a's and also did local work along the line. A similar train ran north out of Bedford, and these jobs worked until the war was over.

Starting in 1947, a CAB, or controlled automatic block, system was implemented between the south end of Van and Spring Hill and was controlled by an operator at the latter. The postwar years found increased business on the division, and there were now seven yard jobs working in 1948. Some engine numbers used were L2's 523, 534, 546, 569, and 589 plus K-class 952.

With the construction of new highways and the increased use of automobiles came a big decline in ridership on the final passenger train—to the point the railroad petitioned the Interstate Commerce Commission for abolishment, though there already had been efforts as far back to 1935 to abolish this train. Although passengers had dwindled to a few, the delivery of L.C.L. freight and express made this run profitable if you took away the passenger side of it. The many smaller communities along the line had no other outlet for packages, mail, newspapers, etc., and for this the "Little Hiawatha," as it was known locally, served a useful purpose. But, by 1950 the railroad finally received ICC approval and the last run of No. 4 left Terre Haute for Bedford on June 15 of that year. With its return as No. 1, this ended regularly scheduled passenger service for the Terre Haute division.

There was still the lone miner's train from Maple Avenue to the north coalfields around Clinton. This job had been worked by a yard crew since 1953, when West Clinton yard was

Text continued on page 26



TERRE HAUTE

I · N · D · I · A · N · A

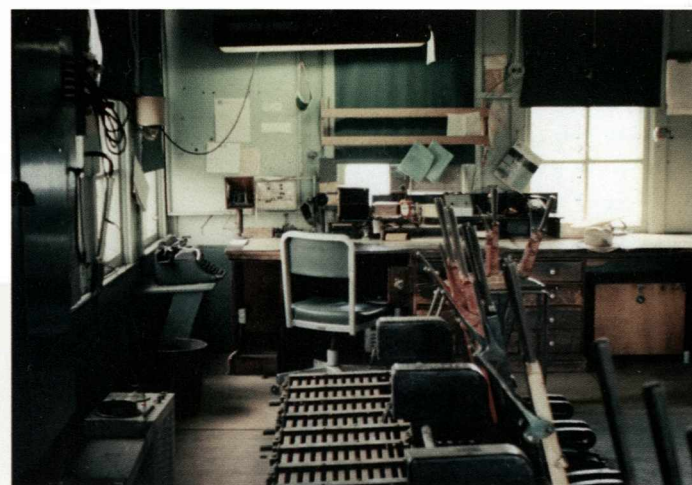
CIRCA 1950





Left: GP9 222 leads a set of Fairbanks-Morse C-Liners at Hulman Street in 1966. This is power for train 77 The South-eastern seemed to be a repository for first-generation diesel power until very late in its life.—BOB'S PHOTO, BOB BRUNS COLLECTION.

Below: You can almost feel the Hoosier humidity in this hazy summer scene at Dewey Tower circa 1970 as southbound (timetable eastbound) train 84 behind an A-B F-unit set drifts across the diamonds as the engineer readies himself to pick up train orders. This facility guarded the intersection of the Milwaukee and C&EI's busy Chicago—Evansville mainline.—BOB'S PHOTO, BOB BRUNS COLLECTION.



Right: The interior of Dewey Tower in 1975 reveals the classic arrangement of a manual interlocking machine.—LARRY RATCLIFFE, BOB BRUNS COLLECTION



closed, and it lasted until about 1960. Service was down to a single coach by then, and it was surprising this run had lasted as long as it did. By then, the mines had been worked out and most of the remaining workers used automobiles to get to and from work.

The year 1953 marked the last for steam at Terre Haute. L-2a 546 was purportedly the last steam used at Terre Haute that year, and diesels in the form of Alco S-series switchers began handling the work. Some of the first known diesel locomotives used in the yard were S-4s 1883 and 1890. Train 77, the train to Bensenville, now used a set of EMD F-units for its regular power. The car shop was still busy; that year 100 50-ton wood gondolas were converted to steel.

In 1963 a coal-fired power plant was built at Fayette, just north of Grover on the Wabash River. Coal loads from the Latta South Fields were being set out by the crews of train 71 from Latta. When the plant became fully operational, up to 120 cars a day were needed. So in 1965 a regular train was established to depart Hulman Street, proceed to Fayette, gather up the empties and take to Latta, turn at Latta with coal for the plant and spot there,

then proceed as a caboose hop back to Hulman Street and tie up. Reportedly this was the first integral road train in Indiana.

At the Rea Building in 1965, the following officers were still headquartered here: a superintendent and secretary; a trainmaster-traveling engineer and his secretary; a roadmaster and his secretary; a freight agent and his secretary; a chief dispatcher; three shift dispatchers; and a time revisor.

By the late 1960s Terre Haute's industrial base, which was slowly shrinking year by year, required only three yard jobs: the 6:30AM, 2:30PM, and the 3:59PM. Power used into the early 1960s were still Alco S-2s or S-4s. Soon after, the Alco RS-2s took over duties and lasted until the late 1960s when mostly GP9s were used. Also, 600-series EMD switchers were sometimes used.

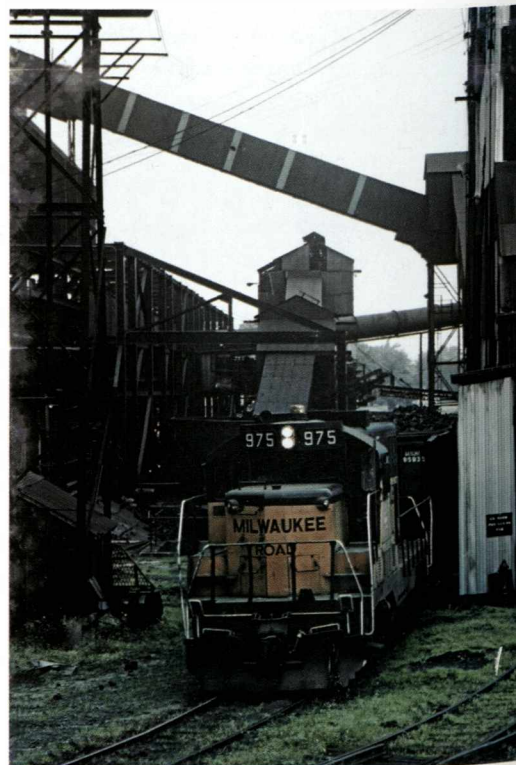
The industries served by the Milwaukee still contributed a fair amount of business in the 1960s and 1970s. The main industries were located at three locations: on the south belt, the north belt, and in Terre Haute proper. On the south belt there was Weston Paper Mill, Western Tar (ties for treatment and tar products), Preston Elevator, Graham Grain

Elevator, and the U.S. Federal Penitentiary at the southern end of the track, known as Perkins. At Hulman Street Yard was the busy Indiana Gas & Chemical Company with inbound coal and outbound coke products. Commercial Solvents was adjacent to Louisville & Nashville's (C&EI) Baker Yard, and south of Hulman was the Vigo County Farm Bureau. North of the yard toward downtown were the team tracks, Goodman & Wolfe lumber, Dix lumber, and Stran steel. The Terre Haute Brewery closed as did American Car & Foundry. On the north belt near Van yard there was Bemis Plastics and the Columbia Record plant. At Dewey was Pawley Lumber and Hoover Soil Service. At Stoddart was the Wabash Sand & Gravel pit.

Other industries on the Penn Central and L&N lines in town contributed traffic by interchange. The busier ones from the PC were Ulrich Chemical, International Chemical Co., Midland Glass, Pillsbury Co., Wabash Commission (fresh vegetables), A&P Ann Page Division, and Hulman & Co. (wholesale merchandise). The busier ones on the L&N were J. I. Case (tractors), Chesty Foods (potato chips), and Wabash Fibre Box.



Above: The smoke stacks of Indiana Gas & Chemical made it a landmark for nearby Hulman Street Yard. Usually referred to simply as the "coke plant," where coke was made from coal shipped in from Virginia via the Norfolk & Western through Humrick and the B&O at West Dana, the facility is shown in April 1979.—TED SCHNEPF, BOB BRUNS COLLECTION



Above: GP20m 975 shuffles hoppers at the coke plant in the mid-1970s.—TED SCHNEPF, BOB BRUNS COLLECTION.

By 1977 the majority of freight out of Terre Haute was foodstuffs, pulp board, coke, and corn. Inbound was coal, lumber, sodium, fertilizer, and plastics.

In the 1970s there were only two regular yard engines left working: the 6:30am and the 3:59pm. Sometimes Extras were operated to keep up with the traffic. Locomotives used into the mid-to-late 1970s were the rebuilt GP9s ("GP20s") in the 900 number series and

sometimes the EMD SWs in the 600 series.

During mid-to-late 1971 major operational changes took place at Terre Haute. Train 77, which had its terminal at Hulman Street for years, was abolished and began operating out of Latta Yard, some 27 miles to the south. Likewise, the XL coal train was abolished at Hulman Street and began operating out of Latta. Now all the road trains operated over the north belt around Terre Haute. The only

connection to Terre Haute proper was the two remaining yard engines at Hulman Street.

With the start of the 1980s came a collapse in the economy at Terre Haute, and factories were closed and industries shut down. The J. I. Case tractor works closed, putting some 500 people out of work, as did others like the Indiana Gas & Chemical Plant. The population showed a 13 percent decline as people moved

Text continued on page 30

Right: In the early years of Soo Line operation, Hulman Street was closed and Van Yard upgraded to become the new center of operations in Terre Haute. With this change came a new yard office and crew building, shown on June 29, 1985. This facility was later used Canadian Pacific and today by the Indiana Rail Road. —BOB BRUNS COLLECTION

Below: The Milwaukee Road is in its last year of operation as a Louisville train makes its way through town on Conrail trackage rights over ex-New York Central rails. After the Milwaukee gave up most of its own South-eastern track between Chicago and Terre Haute, it used Conrail's "Egyptian Line" to reach Terre Haute, and then wound through the north side of town to Preston where trains returned to home rails. —LISA RAGSDALE



The Towers of

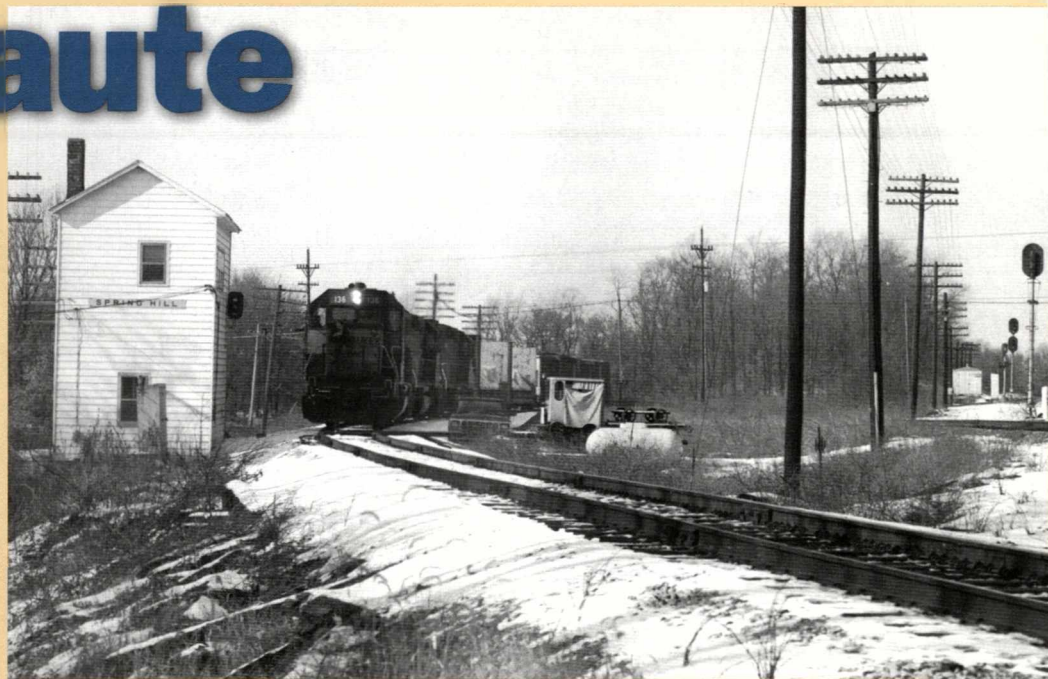
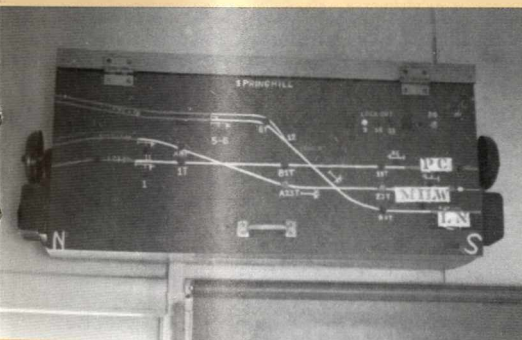


***Above:** Interlocking towers were a way of life for The Milwaukee Road in Terre Haute, and as the railroad's routes varied through town, so did the towers. Here on a very un-Christmaslike Dec. 23, 1985, train 132 out of Bensenville is at the interlocking plant handled by Haley Tower where Conrail's ex-NYC Indianapolis-St. Louis mainline angled across Family Lines (L&N) ex-C&EI mainline. The view looks southwest.—SCOTT MUSKOPF*



***Above:** Dewey Tower is shown in its relative youth: 1933.—D. HEHMAN, BOB BRUNS COLLECTION. **Right:** Preston Tower still looks good in this photo from the 1970s.—JOHN FULLER, BOB BRUNS COLLECTION*

Terre Haute



Built in 1910, Spring Hill Tower controlled the three-way intersection of the Milwaukee, C&EI, and NYC on Terre Haute's south side. In 1979, dispatching was moved from the Rea Building to Spring Hill Tower, shown **above** with train 201 in 1985.—TED SCHNEPE, BOB BRUNS COLLECTION. **Above left:** Spring Hill's board is shown in 1972.—LARRY RATCLIFFE, BOB BRUNS COLLECTION. **Left:** The interior of Spring Hill is shown in 1949. Check out that typewriter!—BOB BRUNS COLLECTION. **Below:** Spring Hill is shown in 1950 with the NYC and MILW diamond in the foreground.—BOB BRUNS COLLECTION. Fortunately, Spring Hill has a happy ending. Although the tower was closed in 1999, then-owner Canadian Pacific sold the tower for \$10 to the Wabash Valley Railroaders' Museum. The group raised some \$40,000 to have the building cut into sections and relocated to museum property at 1316 Plum Avenue in Terre Haute.



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looking for employment. Unemployment in 1983 was at 15.5 percent as manufacturing jobs decreased 25 percent.

There was now just the lone daylight engine to service what remaining business was left. The Soo Line took over the Milwaukee at this time, followed by the Canadian Pacific. Hulman Street Yard was closed, its turntable removed, and the roundhouse razed. The yard was ripped up as was most of the other buildings. All that was left was the former main to downtown and a couple yard tracks. The SOO built a new yard office on the north end of Van Yard just off Fruitridge Avenue, and this became the terminal for crews operating road trains north to Bensenville and south to Louisville.

Today in 2008 there is a new owner, the Indiana Rail Road. INRD purchased the Terre Haute–Bedford line from CP in June 2006. The lone yard job goes to work at Van, and the XL1 and XL2 coal trains still go through daily to Fayette from Latta, and sometimes it may just run as one train. Any business for the north is now handed over to the CSX on a haulage agreement. There is a new connection at Spring Hill allowing CSX and INRD to use each other's rails.

How fitting that conditions at Terre Haute would revert to how they were in the beginning. John Walsh and his Southern Indiana Railroad built north to Chicago because the C&EI would not handle his traffic. Today the Indiana Railroad hands this lines traffic over to the CSX at Terre Haute. How history repeats itself.

Like many other locations along the old Milwaukee, Terre Haute has seen its better days. 📷

Our first view in the air of The Milwaukee Road at Terre Haute was taken on July 5, 1957, courtesy Robert T. McCoy who was hired periodically by the railroad to photograph nearly the entire system over the span of about 25 years. Here, we are over downtown Terre Haute (out of photo at the bottom) looking south from over the point where the Milwaukee's spur into the downtown area ends. The huge factory complex near the center of the photo is Stran Steel, and the other large commercial complex below it in the lower right hand corner of the photo is the brewery. At upper left is Hulman Street Yard and the shops.—ROBERT T. MCCOY, BOB BRUNS COLLECTION





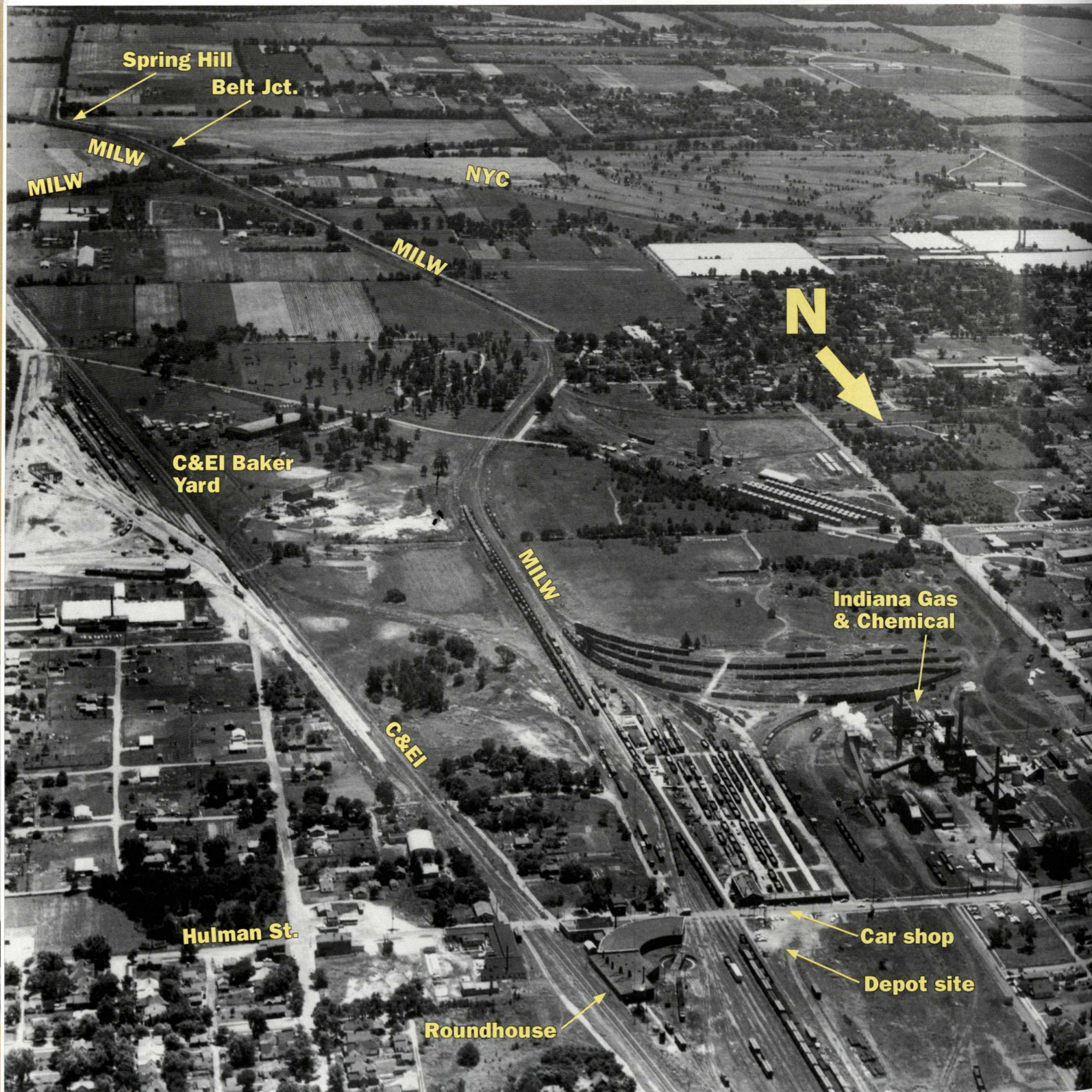
Wabash Ave.

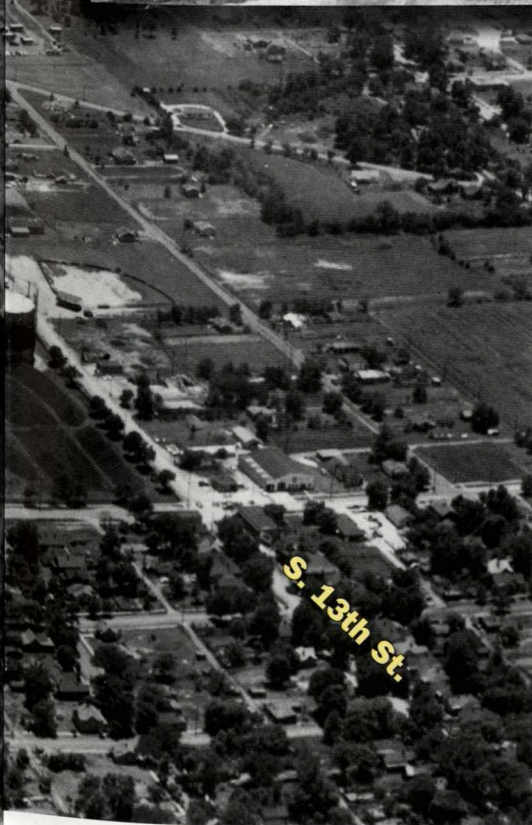
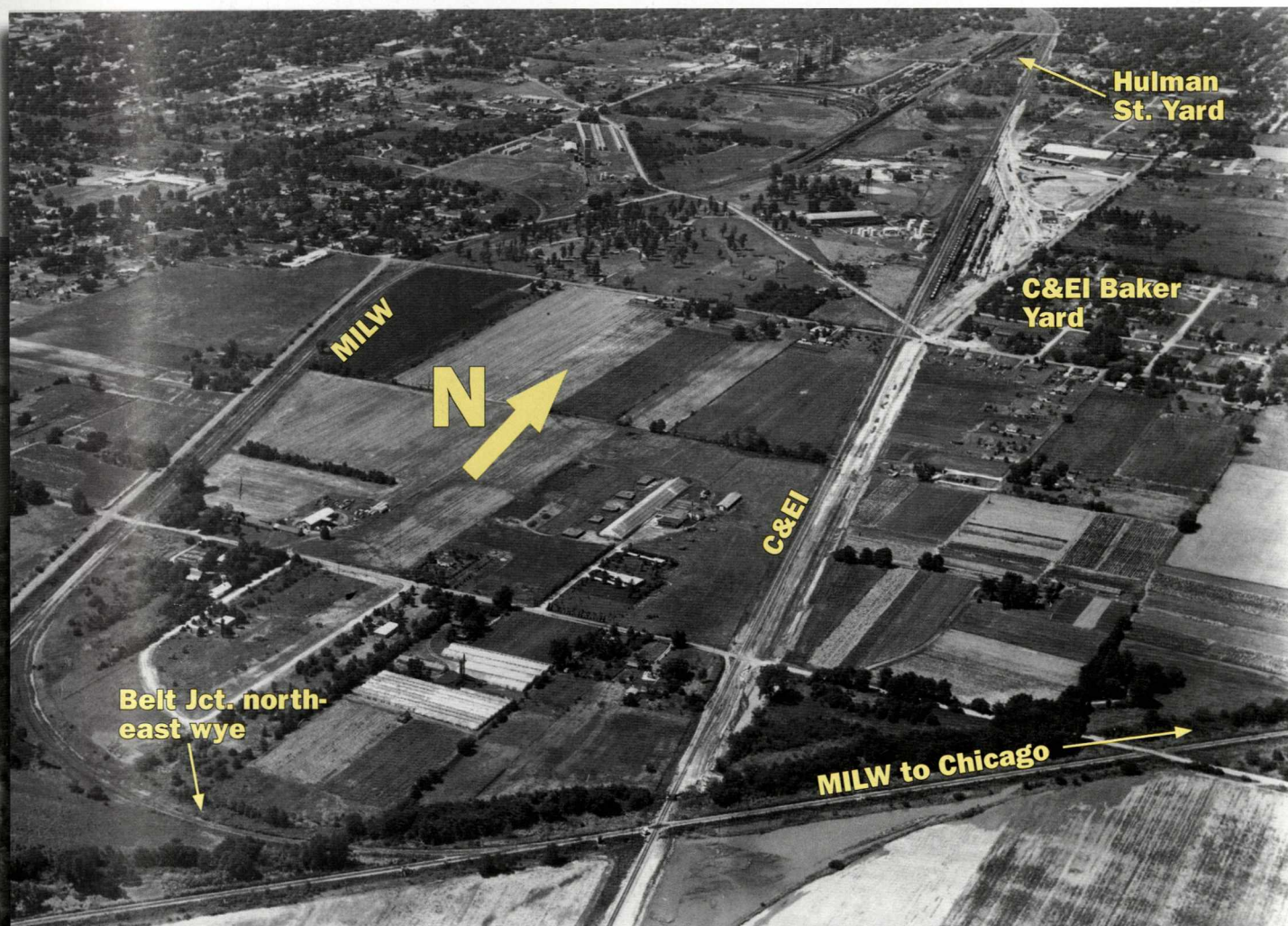
C&EI to
Chicago

End of MILW track

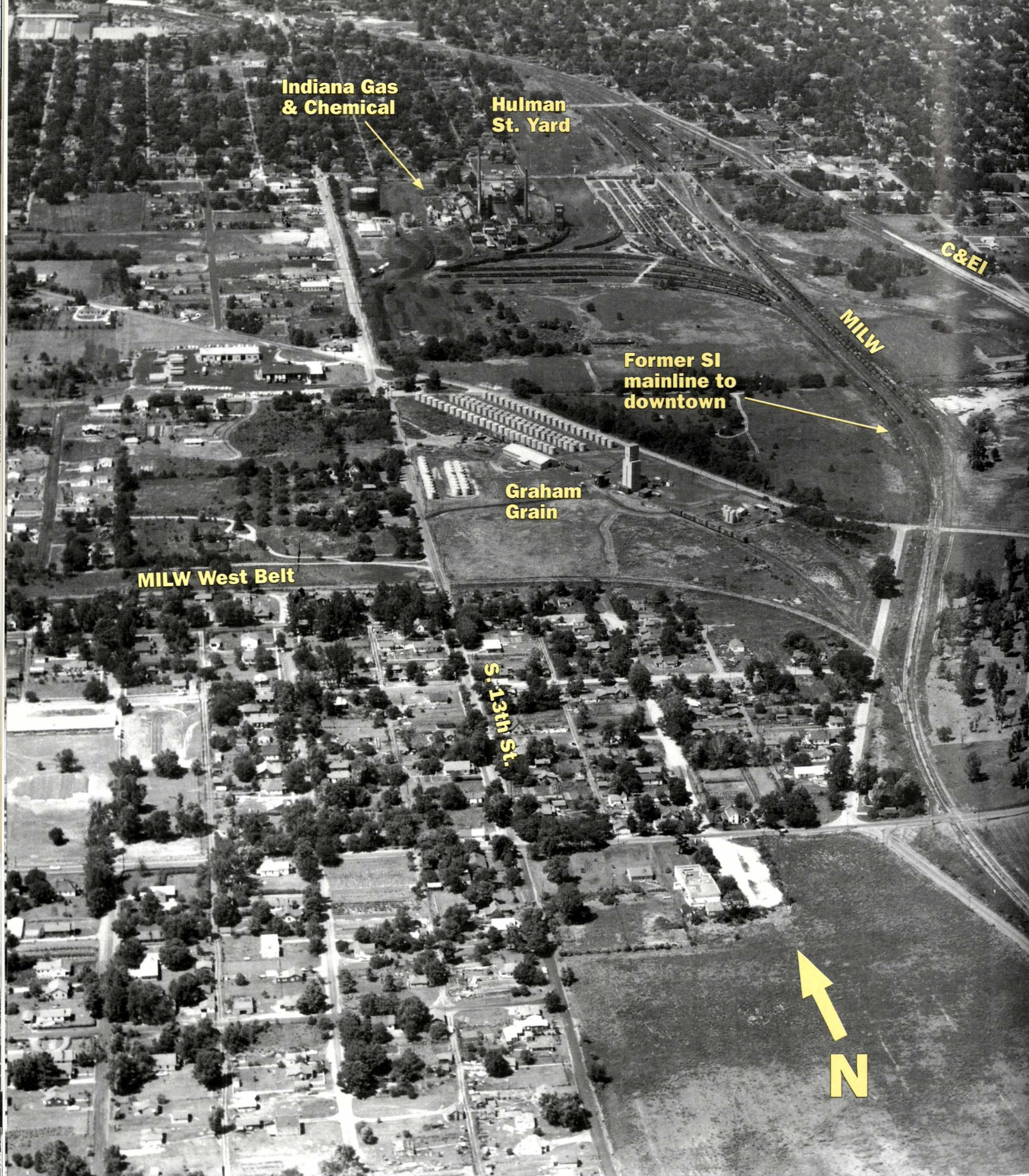
Below: It's July 5, 1957, and Bob McCoy's plane is above the Hulman Street complex, which is at the bottom of the photo. It shows how the Milwaukee's roundhouse (with a set of F-M C-Liners parked outside) and locomotive shop building are wedged between the Milwaukee's yard and the C&EI's Chicago-Evansville mainline. The coke plant is to the right (west) of the yard. Note the large number of hoppers at the Milwaukee yard, indicating the extent of coal and coke business in Terre Haute.—
ROBERT T. MCCOY, BOB BRUNS COLLECTION

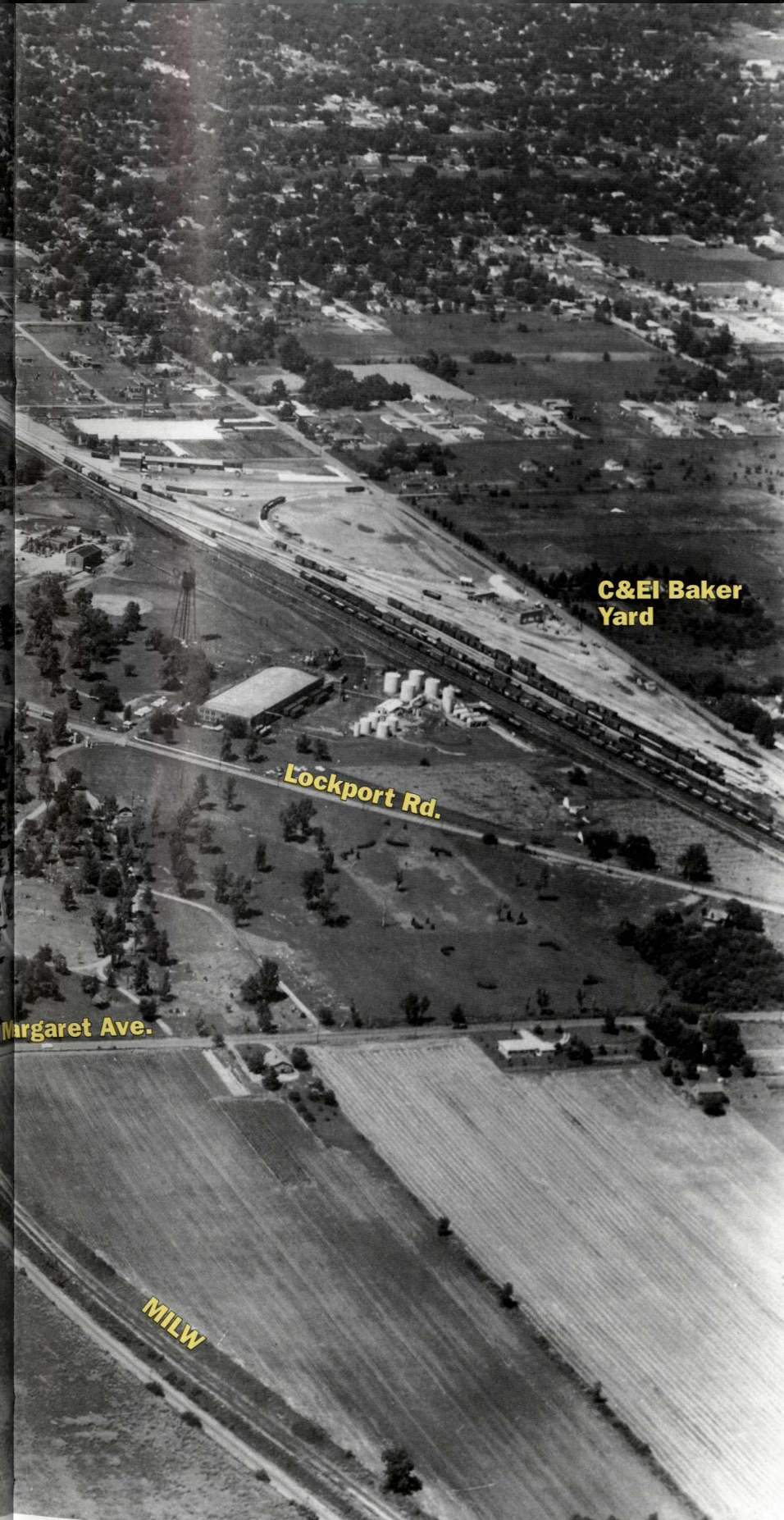
Right: In this view that looks north-northeast on the same day, we see a portion of Belt Junction at the bottom left corner of the photo. The northeast wye track is visible linking the mainline with the old SI mainline into downtown Terre Haute. The Hulman Street complex is visible at upper right above C&EI's yard.—ROBERT T. MCCOY, BOB BRUNS COLLECTION





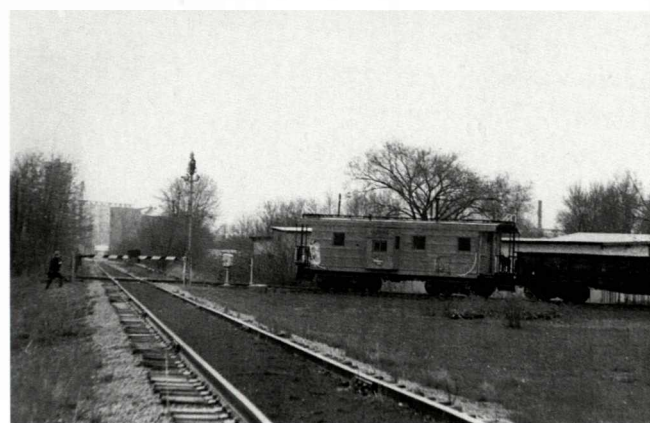
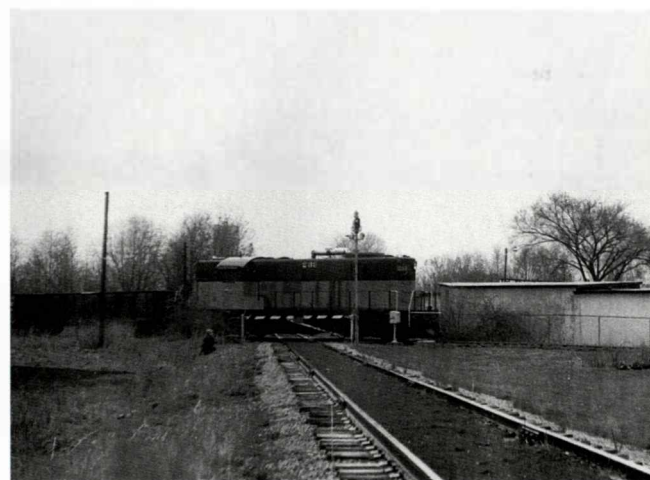
Above: Three units have a southbound coming off the Belt Line at Belt Junction on Feb. 7, 1985. The crewman on the ground suggests that the train is about to make a setout, pickup, or both, with cars in the background (on the old mainline into downtown) destined to/from downtown and the South Belt.—TED SCHNEPF, BOB BRUNS COLLECTION

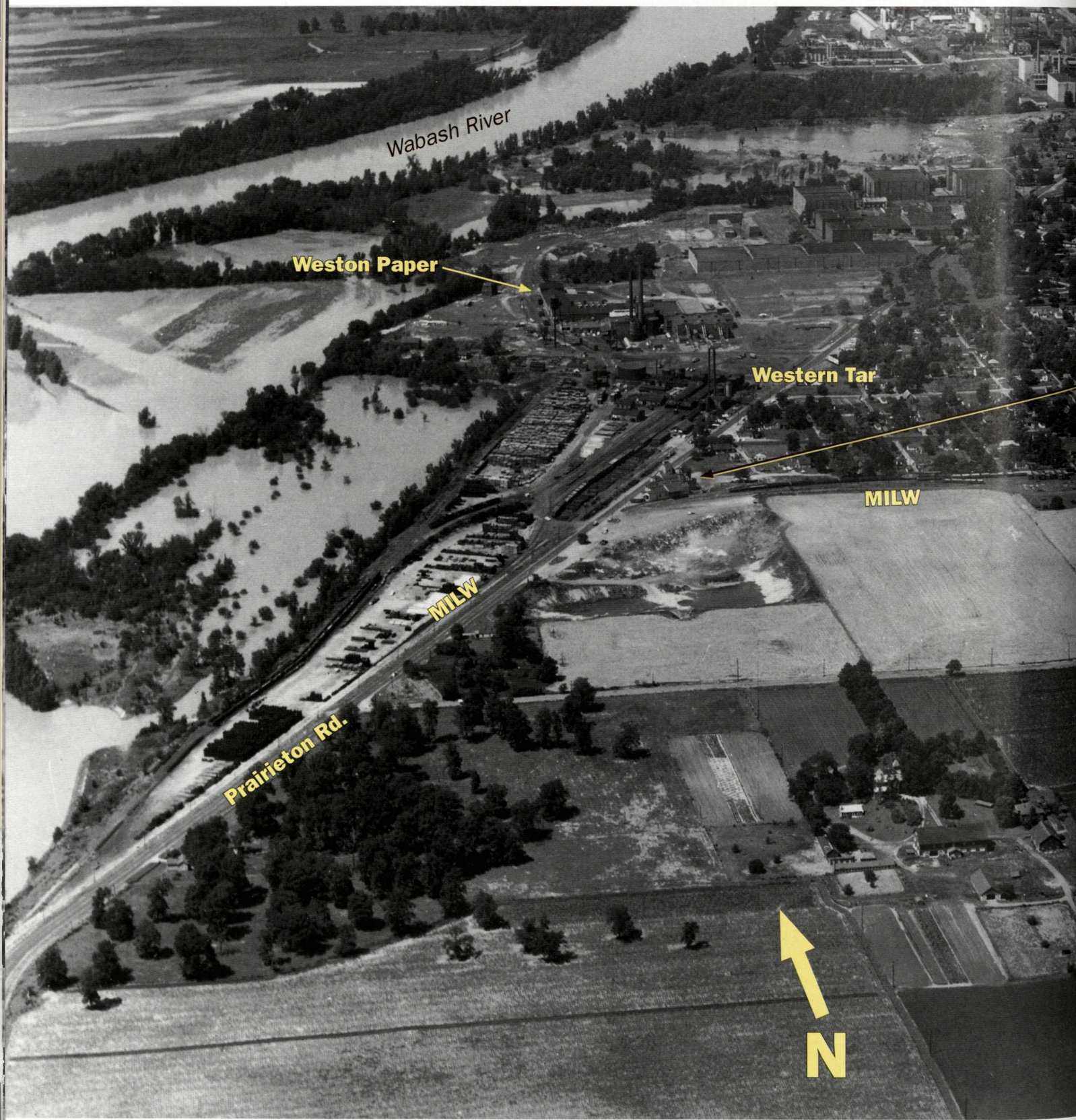




Left: In this flyover, McCoy aims northward again but the plane is farther west, above the Milwaukee's West Belt industrial branch. C&EI's Baker Yard is prominent in this photo (another in the series taken on July 5, 1957), and to the left (west) we get a better view of the south end of Milwaukee's Hulman Street facility and the old Southern Indiana mainline into downtown. Graham Grain, on the South Belt, is the nucleus of this scene.—ROBERT T. MCCOY, COURTESY NATE MOLLDREM

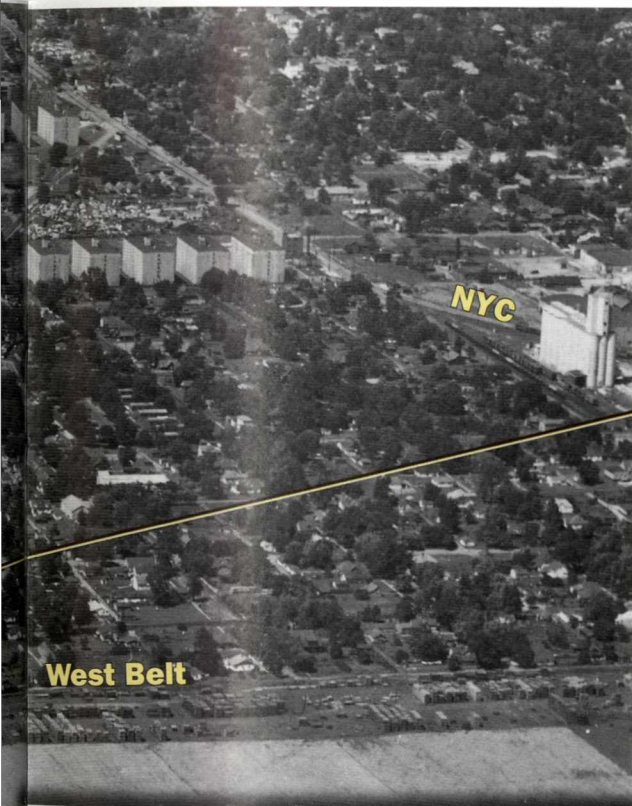
Below: Milwaukee GP9 233 is on the West Belt—date unknown—at the gate-protected intersection with the old New York Central line to Evansville.—BOTH, JOHN FULLER, BOB BRUNS COLLECTION



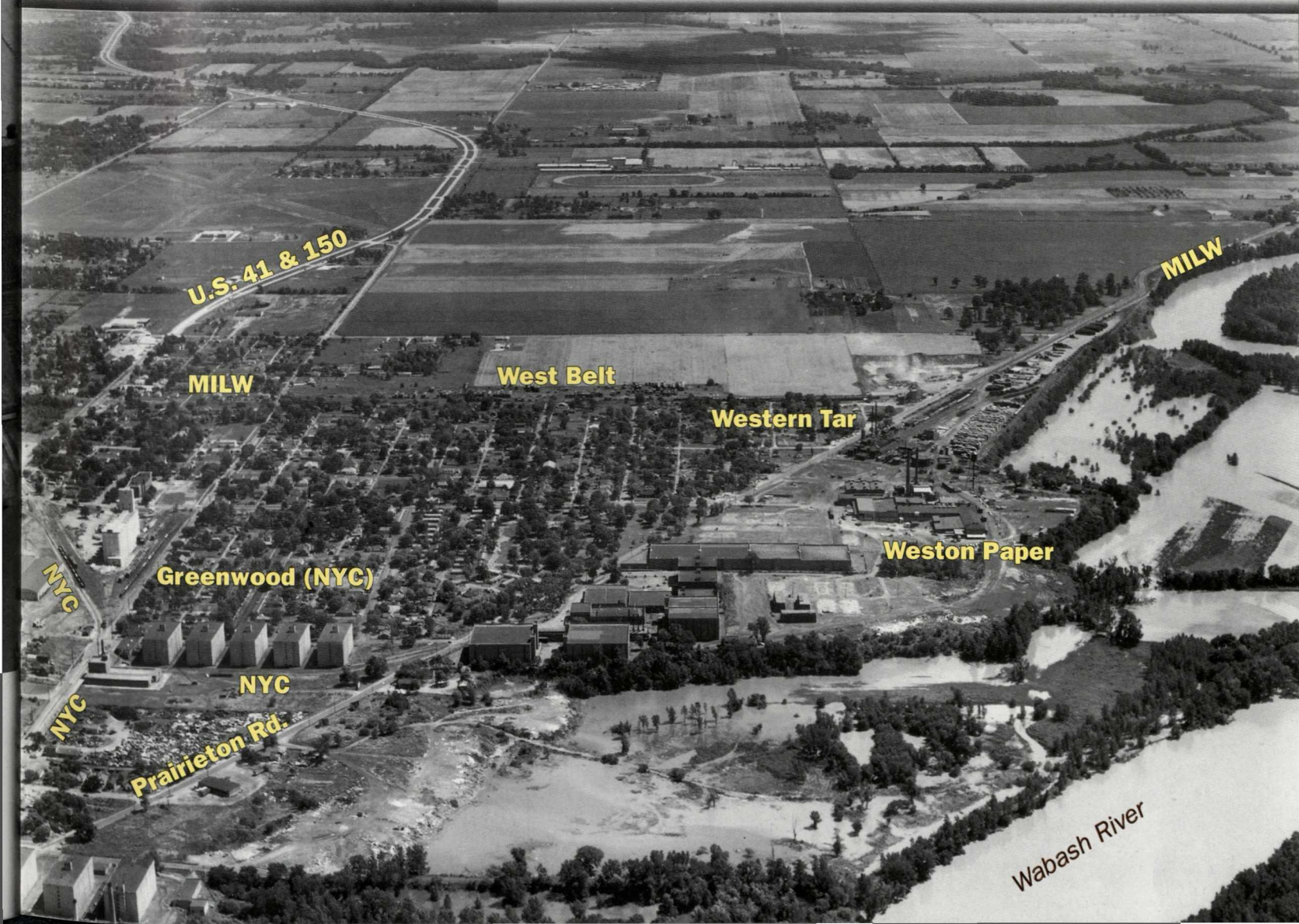


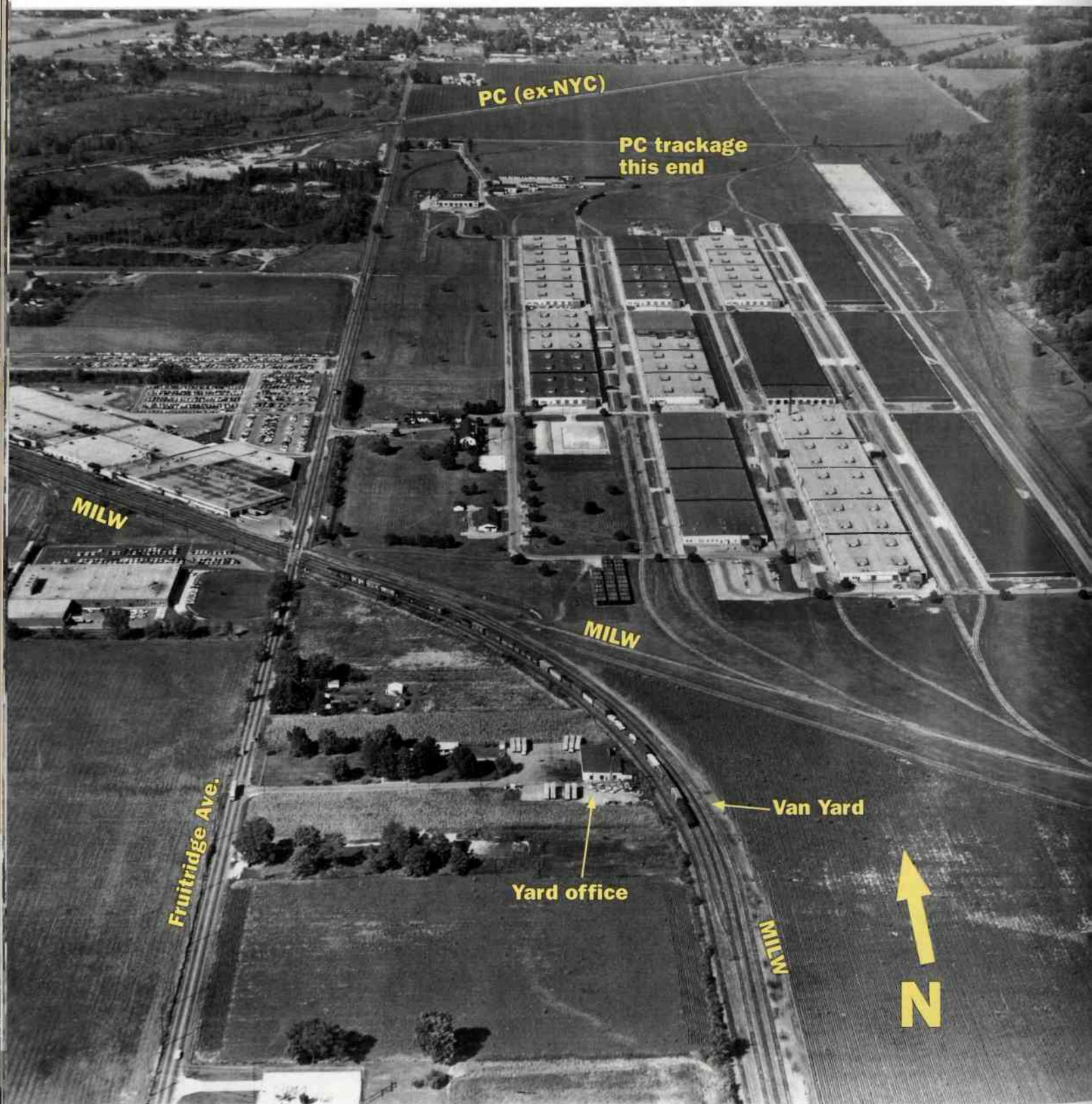
Above: The westernmost part of the West Belt is visible in this view that looks north on July 5, 1957. Prominent is the tie plant, Western Tar, and Weston Paper. An elevator for Graham Grain (see color photo at upper right on facing page) sits at the point where the West Belt swings across Prairieton Road. It appears the Wabash River is showing the after effects of a rainy summer.—ROBERT T. MCCOY, BOB BRUNS COLLECTION

Right: In this photo taken on the same day as that above, McCoy's plane has swung around to allow him to photograph the same area along West Belt but looking south.—ROBERT T. MCCOY, BOB BRUNS COLLECTION



Above: SW1200 No. 610 is making its way along the West Belt in the mid-1970s and is about to cross Prairieton Road. The arrow notes the location on the aerial photo at left.—PHOTOGRAPHER UNKNOWN, BOB BRUNS COLLECTION



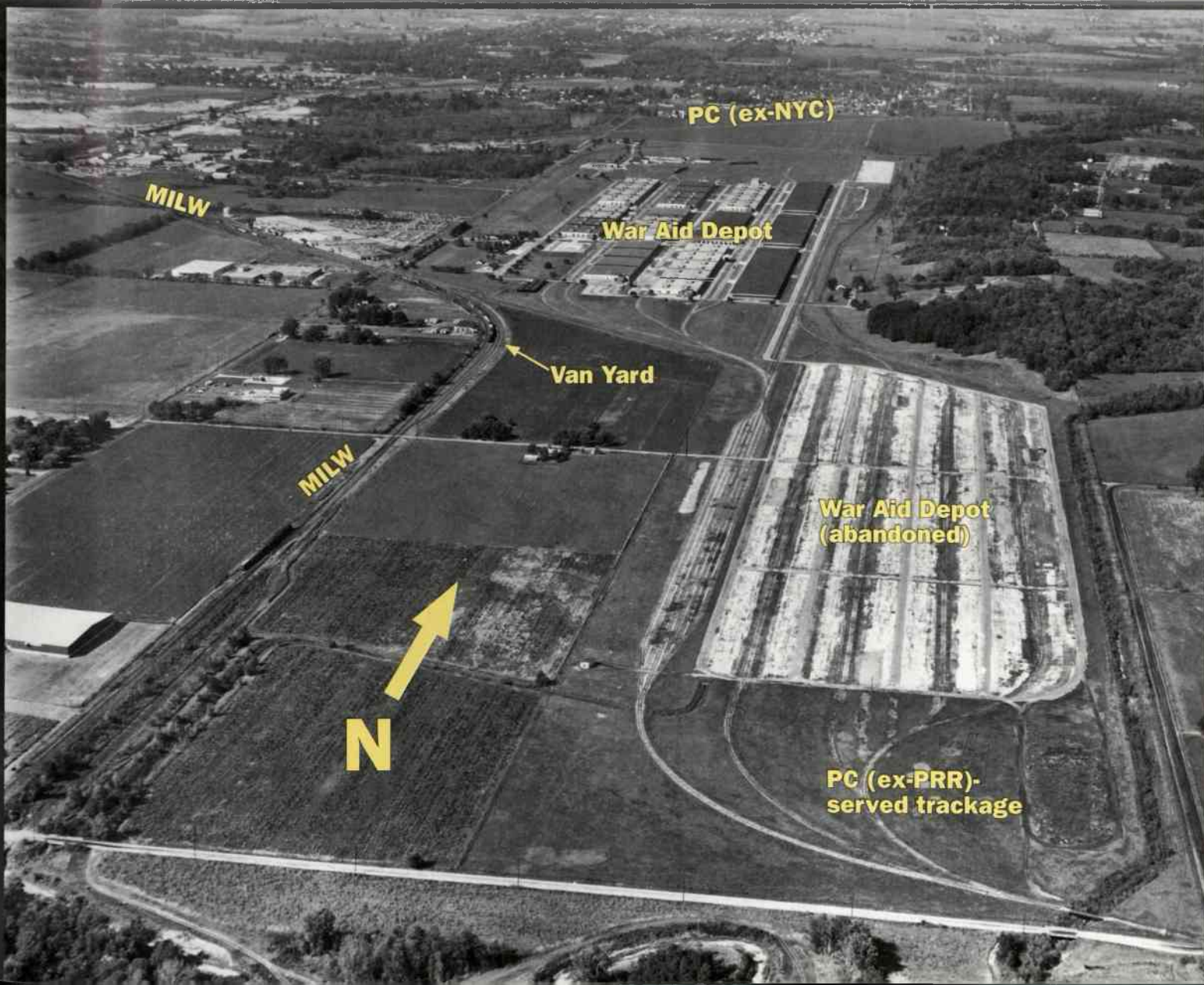


Above: It's Sept. 30, 1968, more than 11 years since Bob McCoy did an aerial survey for the Milwaukee's facilities in Terre Haute. This time, he concentrated on the new hub for Milwaukee operations in the area: Van Yard on the northeast side of town. This view looks north at Van and—far more prominently—the War Aid Depot (now Fort Harrison Industrial Park), served by Milwaukee and Penn Central.—ROBERT T. MCCOY, BOB BRUNS COLLECTION

Right: On the same day, McCoy flew a bit farther south to take in this wider view, also northward, of the War Aid Depot. The southern portion of the facility has been abandoned.—ROBERT T. MCCOY, BOB BRUNS COLLECTION

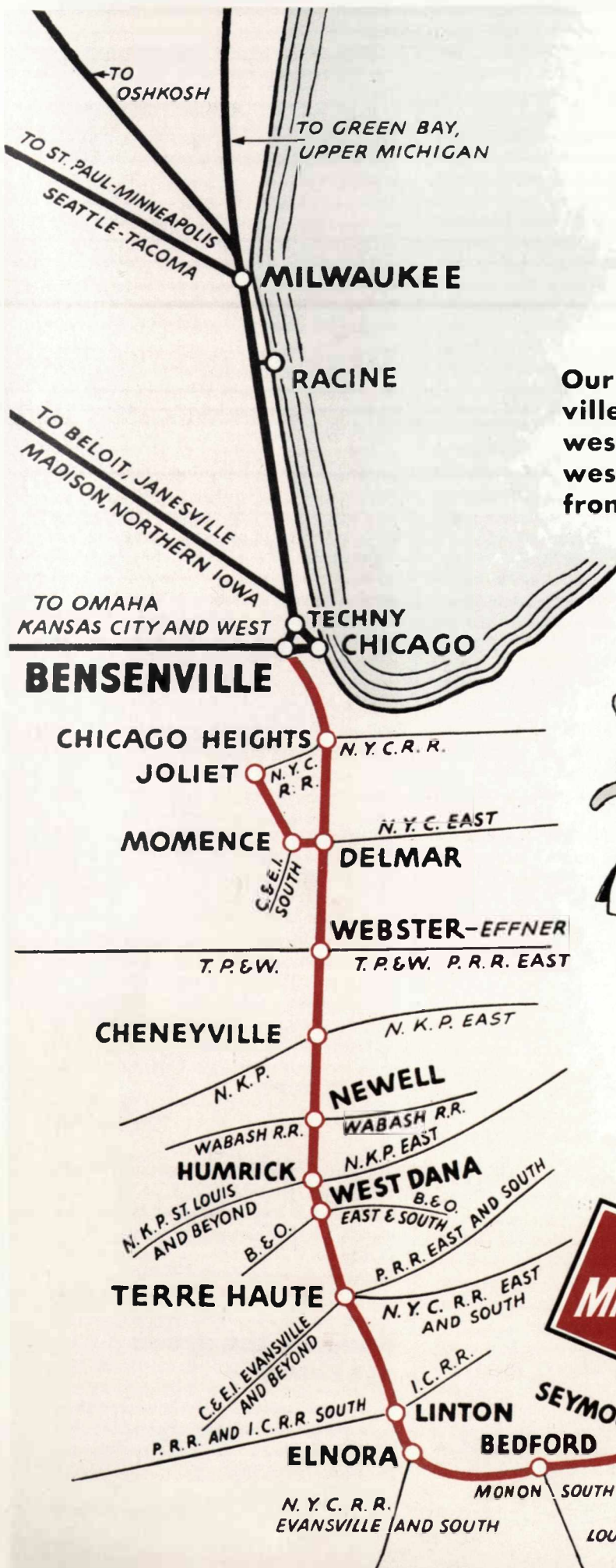


Left: GP20m's 976 and 977 have a north-bound XL coal train in hand at Deming Park in Terre Haute on July 24, 1979. The train is on the Milwaukee's east side belt, a line that today still sees traffic, though now in the form of Indiana Rail Road trains—the modern-day "Southeastern."—SCOTT MUSKOPF

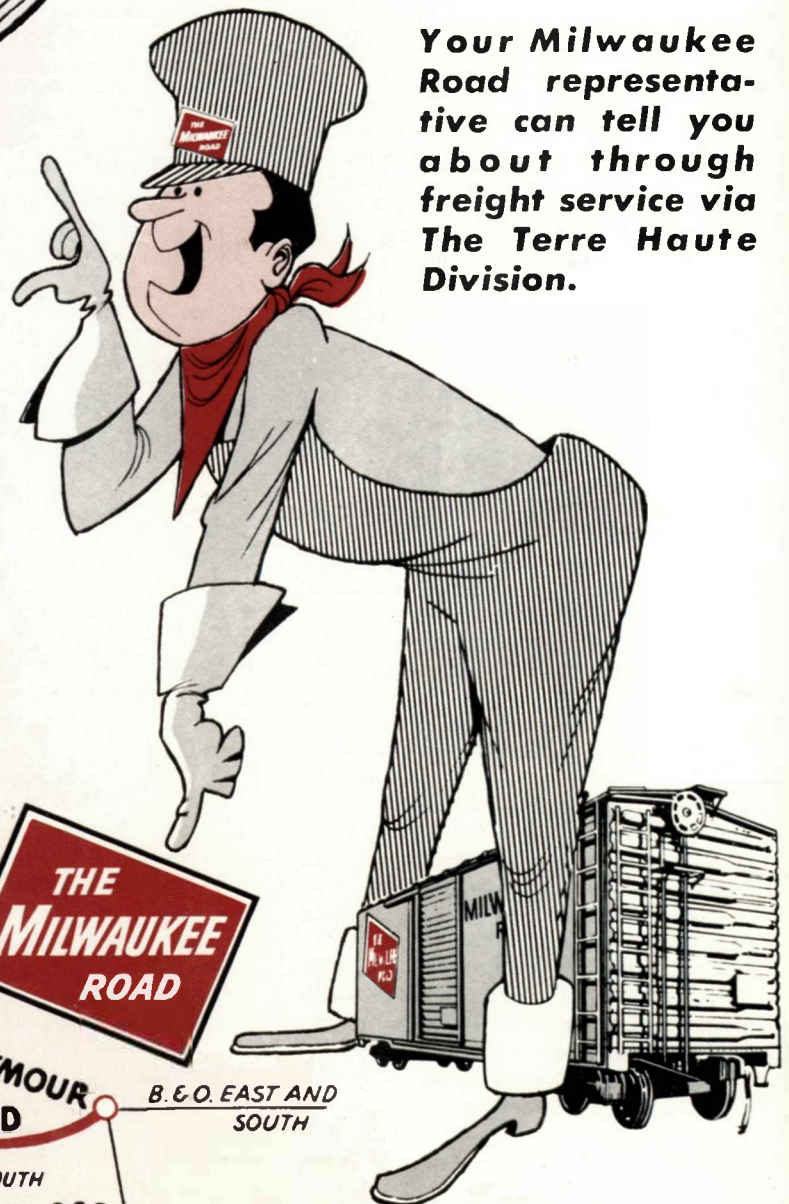


Here's Your Handy Reference Map of The Milwaukee Road's **TERRE HAUTE DIVISION**

Our Terre Haute Division via Bensenville connects all points north, north-west, and west of Milwaukee, and west of Chicago, with lines to and from the South and East.



Your Milwaukee Road representative can tell you about through freight service via The Terre Haute Division.



A PUBLICATION OF THE INDIANA HISTORICAL SOCIETY

TRACES

OF INDIANA AND MIDWESTERN HISTORY SUMMER 2001 \$5

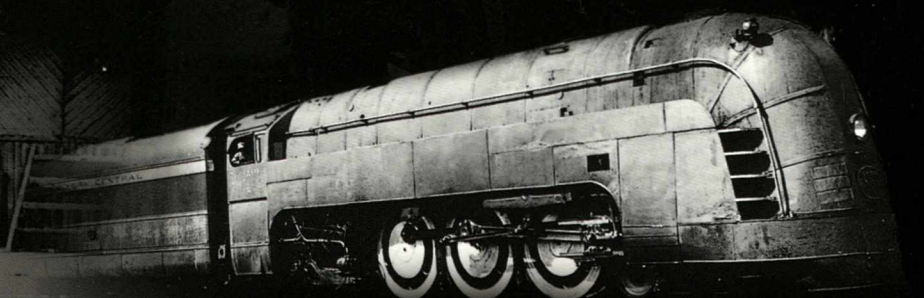


**The Railroad
in Indiana**

**The Rise
and Fall
of the
Interurban**

**Indiana's
Train Stations**

**Eugene Debs
and the Pullman Strike**



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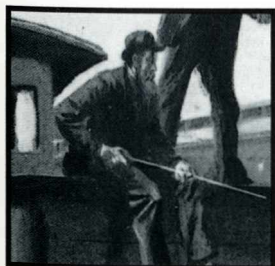
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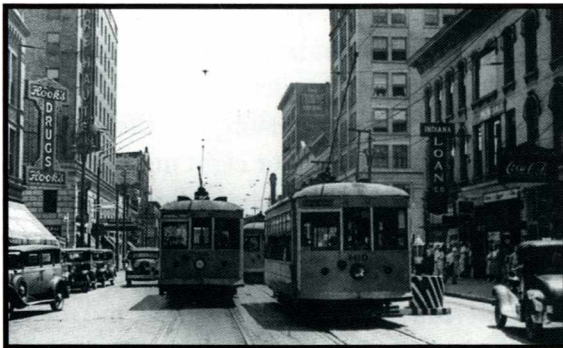
FRONT COVER: From electric-powered interurbans to steam-powered locomotives, the railroad serviced communities throughout the nineteenth state. Credit: IHS, Bass Photo Company Collection. OPPOSITE: Hoosier actor Monte Blue starred alongside Canadian actress Marie Prevost in director Ernst Lubitsch's 1925 silent comedy *Kiss Me Again*. Credit: David L. Smith. TOP: Freight cars loaded with coal wait their turn at the Pennsylvania Railroad's roundhouse in Indianapolis. Credit: IHS, Bass Photo Company Collection, 32698.

I REMEMBER WHEN

RIDING THE RAILS IN TERRE HAUTE

Frances E. Hughes

I remember when many Terre Haute families took streetcar rides for entertainment on hot Sunday afternoons. My own family participated in this ritual, and I have pleasant memories of the trips. My parents and I boarded the streetcar on the corner of our block on South Seventh Street where tracks had been laid in 1892. The ride took us north to Main Street (now called Wabash Avenue), west to Third Street, and then south to the end of the line at Voorhees Street. There the passengers got out of the car and waited while the conductor turned the backs of the seats so they were facing north for the return trip. The motorman switched the trolley on the overhead wire to the other end of the car so he could drive it back.



MARTIN FAMILY PHOTOGRAPH COLLECTION, COMMUNITY ARCHIVES, VIGO COUNTY PUBLIC LIBRARY



VIGO COUNTY HISTORICAL SOCIETY

LEFT: Streetcars travel along Terre Haute's Wabash Avenue in the 1930s. **RIGHT:** Motorman O. L. Grimes (right) and a fellow worker prepare to take an open-air car for a trip to a baseball game in Terre Haute, circa 1912.

The cars we rode in during the summer did not have doors, which allowed for cool breezes. They were equipped with running boards along both sides, and the seats and backs were upholstered in rattan. The passengers didn't mind that the cars didn't go very fast, for they were in no hurry.

Streetcar service began in Terre Haute in 1867, just a year after the common council granted authorization. Mules and horses were used to pull the cars. All tracks were of uniform gauge not to exceed five feet in width and were laid in the center of the streets. They were not elevated in the early days.

In 1892 the cars were electrified and soon began operating under the name of the Terre Haute Electric Railway Company. They traveled on twelve lines throughout the city. The cars were originally painted green and called June bugs. Later, company workers painted them orange and yellow for safety reasons. Older models were wooden, but newer models were steel with electric motors, speed control, and doors that opened and closed automatically. Motormen ran the cars from five o'clock in the morning until midnight seven days a week and stopped at every corner downtown. Conductors on each car collected the five-cent fare, gave out free transfers, and, in the days before automation, opened and closed the doors.

Streetcar service was abandoned in 1939 because of competition from jitneys, which operated for the same fare. These vehicles, usually Fords (and called flivvers by the locals), were the forerunners of today's buses. The buses then replaced them and ran on the same routes.

Along with city streetcars, electric interurbans ran through Terre Haute. In 1900 the first interurban service began between Terre Haute and Brazil. Service then extended to West Terre Haute in 1902. In 1903 a line was completed north to Clinton, in 1906 south to Sullivan, and in 1907 to Paris, Illinois.

The Terre Haute, Indianapolis and Eastern Traction Company ran the first car between the Vigo County seat and the Hoosier capital in 1908. The cars stopped not only in towns but also at numbered stops along the routes. Many of those numbers—such as Stop Ten—are still used in street names today.

In Terre Haute the interurbans ran on the streetcar tracks with double tracks in some places. The station for both the streetcars and the interurbans was the Terminal Arcade on the north side of Wabash Avenue between Eighth and Ninth Streets. The building is still called the Terminal and has since

had many different tenants. The block behind it, now a parking lot, served as the yard for both streetcars and interurbans.

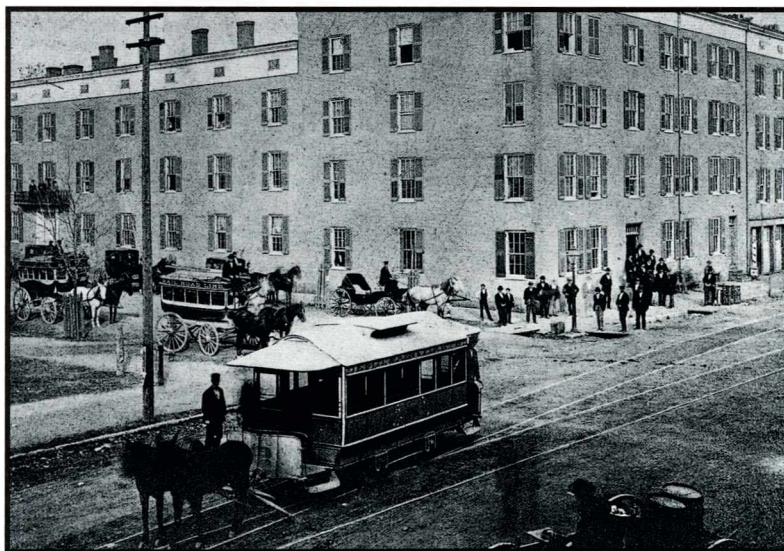
At one time Terre Haute was the west-central hub of the most extensive interurban system in the country. The cars carried not only passengers but also tons of freight—at times as much as two million tons of cargo in a month. On some runs to Indianapolis the

interurban included as many as seven freight cars hooked together.

Interurbans could reach speeds as high as seventy miles an hour. Although they didn't go that fast when they passed houses, they swayed and sang along the tracks enough to shake my family's two-story house so much that it was difficult to keep pictures straight on the walls.

As interurban lines spread throughout the state, Terre Haute residents could travel (via connections in Indianapolis) to Crawfordsville, Lafayette, Kokomo, South Bend, Fort Wayne, Muncie, Richmond, Jeffersonville, and points between. The final links were severed, however, when service to Indianapolis ended in 1940.

Frances E. Hughes, a lifelong Terre Haute resident, worked as a writer and editor at the Terre Haute Star. Her article on miniaturist Amalia Kussner appeared in the fall 1990 issue of Traces.



The Terre Haute Street Railway Company began its operations in 1867 using mules to pull its passenger cars. By the late nineteenth century, most street railway firms in Indiana had converted to electric-powered cars.

IHS, MARTIN COLLECTION, 201